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23 JANUARY 1998 ISSUE 443

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◆ 1994 M.A.N. Caetano / Algarve II - 35 reclining  
seats, courier seat, Radio/PA, full length rear exit.  
Low mileage, long M.O.T. - £85,000

◆ 1994 Volvo / Jonckheere - 49 reclining seats,  
fixed foot rests, rear mounted toilet, water boiler,  
fridge, driver's fan, Radio/PA, courier seat. Long  
M.O.T. - £127,500

◆ 1994 Volvo B 10/M - Plaxton Premier 3500 - 50  
reclining seats, seat belts, toilet, water boiler,  
TV/Video, Radio/PA, air conditioning, foot rests,  
double glazed. (Choice of 4 different colours) -  
£129,500

◆ 1994 Scania / Irizar Century - 49 reclining seats,  
retarder, air conditioning, TV/Video, Radio/PA,  
driver's bunk, drinks machine, rear sunken toilet,  
fridge, Webasto and timer, foot rests, aluminium  
wheels. - £130,000

◆ 1995 M.A.N. / Caetano Algarve - 53 seats,  
double glazed, crew seat, low driver's position,  
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**£115m bill for Sheffield Supertram**

**Dennis unveils two axle Trident**

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## VOLVOS

1993 VOLVO B10M PLAXTON PREMIERE, 46 reclining seats, servery, including coolbox, fridge, boiler, toilet, ABS, d/glazed, radio/PA	£89,950
1991 VOLVO B10M PLAXTON PARMOUNT 3200, 310 BHP, inter-cooler, ZF fully automatic transmission, 53 recliners with seatbelts, pannier lockers, double glazed, blinds, POD radio/PA Choice £62,500	
1988 VOLVO B10M JONCKHEERE JUBILEE 599, (Deauville front and rear), 51 retrimmed reclining seats, courier, rear sunken toilet/continental door, boiler, radio/PA/TV, exceptional	£59,500
1988 VOLVO B10M PLAXTON PARAMOUNT 3500, 49/53 reclining seats, courier seat, centre demountable toilet/continental door, radio/pa	£57,500
1988 F VOLVO B9M PLAXTON PARAMOUNT 3200, 35/39 reclining seats, 2 tables, Pannier lockers, radio/pa, retrimmed + repainted white	£55,000
1988 F VOLVO B9M PLAXTON PARAMOUNT 3200, 35/39 reclining seats, 2 tables, Pannier lockers, radio/pa	£50,000
1988 E VOLVO B10M PLAXTON PARAMOUNT 3200, 53 rec. seats, Telma, D/Glazing, Radio, P.A. new test	£54,000
1985 C VOLVO B9M PLAXTON PARAMOUNT 3200, 43 retrimmed seats, repanelled and painted white, new test	£38,500
1983 VOLVO B10M VAN HOOL ALIZEE, 49 retrimmed reclining seats, courier, centre sunken toilet/continental door, radio/PA, immaculate	£32,500
1980 VOLVO B58 PLAXTON SUPREME, 57 new retrimmed seats, belts, Bristol dome, POD, clean	£12,000

## OTHERS

KASSBOHRER SETRA S210, 31 retrimmed reclining seats, centre sunken toilet, continental door, radio/PA, two's TV, rear servery, boiler, & fridge, immaculate.....	£67,500
1991 H MAN 10-180 CAETANO ALGARVE, 32 reclining seats, courier seat, rear continental door, rear toilet, curtains, fridge, boiler, radio/PA, New test.....	£57,500
1988 PP SCANIA K112 PLAXTON PARAMOUNT 3500, 49 reclining seats, courier, centre sunken toilet/continental door, d/glazed, TV, boiler.....	£55,000
1990 H DENNIS JAVELIN 8.5 DUPLE 320, 39 seater, fitted with Ratcliffe side lift, tracking for seven wheelchairs and seven seated passengers, absolutely mint, only 97,000kms .....	£47,500
1987 LEYLAND TIGER 260 DUPLE 320, 50 retrimmed reclining seats, toilet, servery, radio/PA/TV, new test, absolutely mint.....	£32,500
1992 K MERCEDES 814 OPTARE STARRIDER, coach, 27 Fainsa seats, power operated express doors, radio, large boot, new recon engine.....	£26,000
1982 LEYLAND TIGER PLAXTON SUPREME IV, 50 reclining seats, belts, POD, radio/pa .....	£11,000
1989 MERCEDES 709, dual purpose bus, 25 seats, belts, POD.....	£9,000
1984 MERCEDES 608, 18 seats, dual purpose bus, POD .....	£3,500
1983 MERCEDES 608 REEVE BURGESS, 21 seater, belts .....	£2,000
1974 BEDFORD YRT DUPLE DOMINANT II, 53 seater, 6 months test, very clean .....	£1,750

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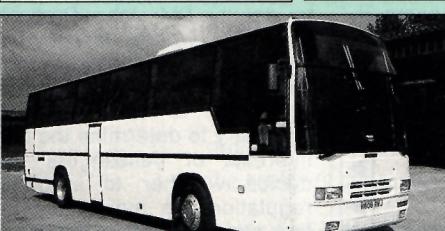
92 (K) DAF SB  
3000 DVK  
ALGARVE II  
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centre toilet  
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94 (M) M.A.N 18.370  
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- ★ **AXIAL ON DENNIS JAVELIN GX** with 51 recliners, and sunken toilet or 53 recliners, rear continental door, double glazing with or without Sutruk air conditioning
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1997 LEYLAND DAF CRYSTALS CONVERSION, 16 seats, seat belts, radio/tape, grey/blue interior, exterior white, MoT 10/12/98 .....	£14,000
1995 (OCT) MAN 11.190 CAETANO ALGARVE, 35 recliners, rear continental door, double glazing, crew seat, radio/tape/PA, MoT 3/10/98 .....	£86,000
1995 DENNIS JAVELIN BERKHOF EXCELLENCE 1000, 53 recliners, double glazing, crew seat, rear continental door, exterior blue / white / gold, MoT 3/12/98 .....	£109,500
1995 TOYOTA OPTIMO, 18 recliners, large boot, tinted windows, radio/tape/PA, curtains, interior grey/red, MoT 9/11/98 .....	£45,000
1994 BOVA FUTURA FHD, 53 recliners, crew seat, seat belts, rear continental door, double glazing, interior grey, exterior white, MoT 1/4/98 .....	£112,000
1991 VOLVO B10M PLAXTON PARAMOUNT 3200, 53 recliners, seat belts all seats, double glazing, adjustable footrests, ZF auto gearbox, exterior white/blue/red, interior brown/orange .....	£73,000
1990 VOLVO B10M JONCKHEERE DEAUVILLE, 53 recliners, crew seat, seat belts, double glazing, peage window, radio/tape/PA, interior grey, exterior white/blue MOT 20/3/98.....	£77,500
1989 SCANIA K112 PLAXTON PARAMOUNT 3500, 51 recliners, crew seat, double glazed, Telma, sunken toilet, centre continental door, fridge, boiler, splitter gearbox, fawn/orange interior, MoT 12/2/98 .....	£62,500
1989 (Oct) VOLVO B10M IKARUS BLUE DANUBE, 53 recliners, crew seat, double glazing, radio/tape/PA, fawn interior, exterior white. MoT 9/98 .....	£52,500
1989 LEYLAND TIGER PLAXTON DERWENT, 53 coach seats, rear boot, exterior white, MoT 13/4/98 .....	£35,000
1988 LEYLAND TIGER 290 DUPLE 340, 55 recliners, seat belts all seats, radio/tape/PA, Telma retarder, drivers fan, rear continental door, Cummins L10 engine, manual gearbox, grey interior, , MoT 2/2/98.....	£39,000
1987 (OCT) FREIGHT ROVER SHERPA CARLYLE, 20 seat + 4 standees bus, moquette seats, fawn/orange interior, exterior white, MoT 18.9.98.£3,750	
1987 VOLVO B10M VAN HOOL ALIZEE, 53 recliners, double glazing, side window blinds, Telma retarder, crew seat, grey/blue interior, exterior white, unsignwritten, MoT 24/7/98 .....	£59,500
1987 (SEPT) DAF SB2300 DHS PLAXTON 3200 LOW DRIVER, 53 recliners, seat belts all seats, tinted windows, radio/tape/PA, MoT 6/11/98.....	£35,000
1987 (E) LEYLAND TIGER DUPLE 320, 57 seats, seat belts all seats, power door, kerb window, radio/tape/PA, MoT 4/6/98 .....	£32,500
1986 (D) DAF MB230 PLAXTON 3500, 49 recliners, rear sunken toilet, interior fawn/brown, exterior yellow/blue, MoT 18/6/98 .....	£29,500
1985 BEDFORD YNT DUPLE LASER II, 53 seats, crew seat, power door, side lockers, seat belts all seats, fawn interior MoT 20/1/98 .....	£15,000
1984 VOLVO B10M VAN ROOIJEN ODYSSEY, 49 recliners, crew seat, rear sunken toilet, continental door, seat belts all seats.. MoT 4/9/98.....	£19,500
1984 NEOPLAN SKYLINER, 77 seats, crew seat, toilet, water boiler, 2 tables lower deck, grey interior, exterior white/mauve/pink, MoT 6/2/98 .....	£22,500
1983 LEYLAND TIGER PLAXTON PARAMOUNT 3500, 48 recliners, crew seat, rear continental door, seat belts all seats, sunken toilet, interior fawn/brown/red, exterior deep cream/orange/green, MoT 16/12/98 .....	£25,000

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23 JANUARY 1998

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Front Cover: The Irizar  
MidiCentury is available from  
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# News

## £115m bill for Supertram

A bill for £115m for the Sheffield Supertram has been laid at the door of four South Yorkshire councils. A High Court judgement has ruled that the Government was not responsible for meeting the construction costs of the system. The cost will have to be met by Sheffield City Council and the metropolitan boroughs of Barnsley, Doncaster and Rotherham. Council rate payers in the area could find themselves facing additional charges of £40 per year for the next 30 years unless the decision is overturned by the appeal courts.

## Hyslop moves to Chester

Chester City Transport has confirmed that Stuart Hyslop has been appointed as managing director. He replaces David Clark who is retiring after 25 years with the company. Stuart has gained a wide experience of the industry through senior positions with Chesterfield and Hull, and most recently with Skills of Nottingham. He takes up the Chester City post at a date yet to be finalised but no later than 1 April.

## Oliver leaves VI

Ron Oliver, chief executive of the Vehicle Inspectorate, is leaving the industry to set up a consultancy agency with his wife. He has been head of the VI for 13 years and its chief executive for the last ten. He is to be replaced by Maurice Newey, who was director of central services at the DoT prior to its merger with Environment & the Regions. Maurice has agreed to take on the post for at least 12 months, making time for the Driver, Vehicle and Operator review to be completed.

## Stakeholding partnerships offer sustainable growth

A paper by Professor David Begg, chair of The Robert Gordon University, and Colin Smith, honorary research fellow, department of geography, University of Aberdeen, proposes innovative stakeholding partnerships to reverse the decline in bus patronage. The paper has been published in advance of the Government's White Paper in May and analyses the impact of bus deregulation. It recommends new policy measures to encourage people to take to the buses.

One of the main claims is that innovative stakeholding partnerships should be developed between local government, bus operators, their employees and passengers, which would encourage market growth. It refutes claims that deregulation is the main reason for the relentless growth in car ownership and subsequent decline in patronage, noting that passenger numbers are down 23% since deregulation, which is consistent with long term decline since the mid-50s. Other contributing factors are land use planning policies that discriminate against bus use and fiscal policies which make motoring more price competitive than buses. Fares have increased by 55% in real terms against a 2.0% drop in motoring costs.

The report says the percentage decline in passengers is matched by a similar percentage increase in the number of buses, resulting in more empty seats and a higher fares burden imposed on passengers. The doubling of fuel prices has also had a serious effect along with the prohibiting of subsidies for fares. Take-overs and mergers within the industry are also cited as bad for competition.

tion now that major groups are tending to avoid direct competition and have the potential to charge monopoly fares. (Stagecoach and FirstGroup being a notable exception in some areas of Scotland.)

In order to reduce fares, the report proposes schemes such as the Red Routes in London and Greenways in Edinburgh because they can improve journey time, increase operational efficiency and boost passenger numbers - leading to lower costs and higher revenue which should result in a reduction in fares in real terms. It calls for exemption for the industry for any further increases in tax on fuel and the appointment of a bus regulator to ensure companies with a monopoly do not charge excessive fares.

Bus drivers feature prominently and their position has been carefully considered. In recent years they have experienced a decline in living standards and over the last ten years their wages have fallen by more than nine percent - compared with other occupations which had increased by an average 25%. Driver remuneration averaged £243 per week against the national average of £336 and most worked 20% longer to achieve this. With the White Paper on Transport to be published in May, outlining key measures for buses in an attempt to reduce car use, the paper anticipates a major expansion in the size of the bus market and the number of drivers employed. In a competitive market, their wages would have to rise if new recruits are to be attracted.

Professor Begg, an advisor to deputy PM John Prescott, says that where deregulation has clearly failed, local authorities should be given the power to apply to the Transport Secretary to determine the best interests of passengers and decide whether to introduce regulation. He maintained the four stakeholders in the future were passengers, companies, local authorities and employees - all having an incentive to see a growing bus market and a need to co-operate to achieve it. Copies of the paper can be obtained, priced at £25, from Brian Weddell, Scottish Transport Studies Group, Redwood House, 66 Spylaw Road, Edinburgh.

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# new

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### 53/55/57 SEAT COACHES

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35 seats, courier seat, double glazed, rear continental door, finished white/green/blue. M.O.T. OCTOBER 1998

**1992 DENNIS JAVELIN 320 11M**

55 seats, power door, full soft trim, finished cream/red. M.O.T MARCH 1998

**1989 VOLVO B10M CAETANO ALGARVE**

53 seats, finished all white. M.O.T MARCH 1998

**1989 VOLVO B10M CAETANO ALGARVE**

57 seats, finished all white. M.O.T MARCH 1998

**1987 VOLVO B10M PLAXTON 3500 PARAMOUNT**

53 reclining seats, courier seat, finished cream/ maroon/yellow. M.O.T NOVEMBER 1998

**1987 BOVA FUTURA FHD**

53 reclining seats, centre continental door, provision for toilet, courier seat, finished cream/maroon/yellow.

M.O.T NOVEMBER 1998

**1987 VOLVO B10M VAN HOOL ALIZEE**

53 reclining seats, recent grey/graffiti retrim, courier seat, curtains, ferry lift. NEW M.O.T

**1987 VOLVO B10M PLAXTON 3200**

53 seats, TELMA, double glazed, lower driving position, finished white/green/blue. M.O.T. DECEMBER 1998

### EXECUTIVE COACHES

**1994 VOLVO B10M JONKHEERE DEAUVILLE**

49/53 reclining Vogel seats, SUTRAK AIR CONDITIONING. Choice of 2. NEW M.O.T's

**1987 SETRA 215HR**

49 reclining seats, toilet + exec. spec., including SUTRAK AIR CONDITIONING, finished silver. M.O.T MARCH 1998

**1987 VOLVO B10M PLAXTON PARAMOUNT 3500**

49 reclining seats, centre sunken toilet, continental door, courier seat, finished cream/maroon/yellow. M.O.T. NOVEMBER 1998

**1985 SETRA 215HD**

49 reclining seats, recent grey/graffiti retrim, toilet + exec. spec., usual Setra refinements. M.O.T. JANUARY 1998

### COACHES UNDER £14000

**1982 LEYLAND TIGER DUPLE GOLDLINER IV**

53 seats, recent retrim, courier seat, finished cream/duo brown. M.O.T JULY 1998

**1982 DAF PLAXTON PARAMOUNT IV**

53 seats, power door, brown interior, finished white/orange. M.O.T. SEPTEMBER 1998

**1981 DAF PLAXTON SUPREME**

53 seats, power door, brown interior, finished brown/cream. M.O.T JULY 1998

**1979 BEDFORD YMT PLAXTON SUPREME**

53 seats with seat belts, finished blue/white. M.O.T JUNE 1998

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# News

## Changing attitudes to clean fuel

The results of a survey carried out by Powershift at last year's Motor Show clearly indicate a public awareness about clean fuel. Although the survey was aimed at car users it found 82% of respondents expected to be driving gas or electric vehicles by 2010. The report says that conversion on this scale could result in up to 24% reduction in the UK's road transport emissions of carbon dioxide at 1990 traffic levels and a 5.5% reduction in total UK emissions - above the 5.2% average reduction agreed at Kyoto.

Other findings were: 90% of people believed clean fuelled vehicles were better for the environment than petrol or diesel; 86% believed clean vehicles played an important part in improving health; 88% claimed they would be willing to convert to clean fuelled vehicles if the fuels were cheaper and the capital cost of the vehicles lower; 90% were not satisfied the government was doing

enough to encourage the take-up of clean vehicles (since the survey the Government has created the Clean Fuel Vehicles Task Force and its commitment to extending their use in the Government Car Service); and 79% would be prepared to invest in a conversion or a clean fuelled vehicle if a preferential free parking system was introduced.

Commenting on the results, Dr Eowin Lees, chief executive of the Energy Saving Trust, said: 'At this year's London Motor Show, I challenged vehicle manufacturers to produce more clean fuel vehicles. These findings provide all the encouragement they need. There can be no more excuses.'

### Reg fee proposed

Transport Minister Gavin Strang has applied for parliamentary powers to introduce a fee to cover the cost of vehicle registration from 1 April 1998. The proposed fee, said to be around £25, is

## DETR support GB Bus Timetable

The Great Britain Bus Timetable, published by Southern Vectis, has been granted support of £25,000 from the Department of the Environment, Transport & the Regions towards distribution costs. A letter from the DETR confirming the sum stated the Government's belief that the provision of integrated transport could potentially be a major influence in achieving a modal shift to public transport. The production of the GBBT is already supported by the five major bus operators in the UK. Stuart Linn, group managing director of Southern Vectis, said the DETR payment was a valuable addition to the sponsorship of the GBBT and vital to its success was their ability to reach as wide an audience as possible, including new customers.

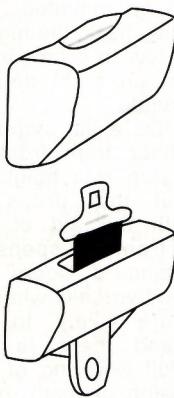
to be payable on the first registration of a vehicle, covering it for the rest of its life.

## CPT Western Region Dinner Dance

The Western Region division of CPT is holding its annual Dinner Dance on Saturday 14 March at the Langstone Cliff Hotel, Dawlish Warren, Dawlish, Devon. Regional chairman Simon Wellington has Western Area Traffic Commissioner Chris Heaps as his guest of honour. A programme of entertainment is planned for the evening and guests are invited to take advantage of special room rates on offer at the hotel. Rates are £25 per person in twin or double rooms and £30 per person in single rooms. Bookings should be made directly with the venue. Telephone 01626 868000. Fax 01626 868006.

Tickets for the event, priced £29 each (including VAT), can be obtained from CPT Regional Secretary Roy Anderson. Southdown, Smokey Cross, Haytor, Newton Abbot, Devon TQ13 9XU. Telephone 01634 661365.

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# Vehicle Launch

# Dennis Trident

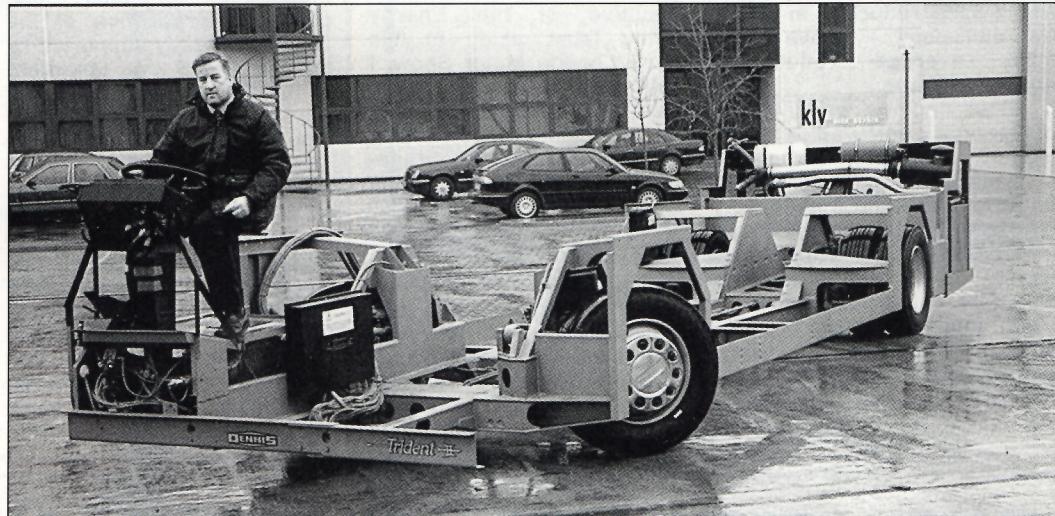
## Dennis unveils two axle low floor double decker

Think you've heard the name Trident before - you have - but read on because Dennis has just launched another one. First came the three axle Trident with in-line drive which is proving extremely popular in Hong Kong. Now the Trident low floor double decker family has grown to include a model which meets the needs of the home market, a two axle chassis designed to carry either 9.9 or 10.45 metre bodywork, depending on wheelbase.

Three axle Tridents are already in service in Hong Kong and UK operators got the chance to look at what Far Eastern passengers are experiencing when examples were exhibited at Coach & Bus '97. Artist's impressions of the new two axle Trident were released at that time, as was news of a 100 vehicle order from Stagecoach, but it was only last week that the press got their first opportunity to inspect what promises to be a crucial model for Dennis and, if the requirements of the Disability Discrimination Act are to be met, UK operators.

Though they share the same name, the two axle Trident is very different to the three axle model. For a start it's wider at 2.55 metres rather than 2.50 which will give some useful extra aisle space. The biggest difference is in the layout of the driveline for which Dennis has moved away from an in-line engine and T-drive configuration to a transverse layout with an angle drive, in order to give a sufficiently short rear overhang and overall length. Retaining an in-line layout would have made the Trident at least half a metre longer, and that distance makes a great deal of difference, especially in the city centres where most Tridents will be earning their keep.

Dennis looked at a number of possible driveline layouts before opting for the transverse solution, but whichever



**The two axle Trident chassis is 2.55 metres wide and is offered with two wheelbase lengths to give an overall bodied length of either 9.9 or 10.45 metres. Here the impressive 55 degree steering lock is demonstrated.**

way they looked at it it was impossible to incorporate a T drive without a sloping floor, without a rear outswing problem and within a package that would make bodying vehicles in lowbridge format possible. The availability of lowbridge bodywork is becoming increasingly important for the big groups who want flexibility within their operation and the ability to penetrate as wide a

geographical area as possible. The more radical approach of putting the engine and T drive within the wheelbase would not have left sufficient room to place the staircase above it and would have congested the centre low floor area.

An advantage of the transverse layout is increased capacity because the bodybuilder does not have to body up to a bulkhead and seats

can be placed above the engine. The engine can also be mounted lower to help with stability. As sales director, Roger Heard commented, 'The shorter we keep the the rear overhang, the lower the engine can be mounted. The further it goes back, the higher the engine has to be mounted to maintain an eight degree departure angle.'

Trident has a flat step-free gangway floor from front to rear. The step ride height is 325mm but this drops to 250mm with the aid of the kneeling front suspension which is standard. Doors can be positioned virtually wherever they are likely to be required and there is the option of full lowering of the air suspension on both axles for operators specifying a centre door. Dennis have designed the frame to accept a cassette ramp at the centre door if required.



**The Trident poses outside Opus Park, headquarters of the Dennis parts and service operation.**

### Mechanical specification

Not only do the UK and Hong Kong versions of the Trident have different configu-

# Vehicle Launch

rations, the engines too, are different, though both are manufactured by Cummins. Powering the two axle Trident is the 8.27 litre C series which is both turbocharged and intercooled. Standard is the C220-20 which produces 220bhp (162kW) at 2200rpm and torque of 800Nm (590lb/ft) at 1400rpm. A more powerful option which Dennis believe will only be necessary for vehicles venturing beyond city work is the C245.20 which offers 245bhp at 2200rpm and 1025Nm at 1400rpm. In contrast the three axle Trident is propelled by a 10.8 litre, 305bhp M11 unit. The standard length is 12.0 metres but a 10.6 metre long version has already been built for Citybus which could not take a two axle vehicle of this length because of the twin requirements of air conditioning and an overall width of 2.50 metres.

Gearbox options for the UK will be either the Voith D851.3 or ZF's Ecomat 4HP500 or 5HP500 with an 80 degree dropped angle drive.

To add to Trident's manoeuvrability in traffic it has a steering lock angle of 55 degrees, a full two degrees better than the Dart SLF. The steering wheel is the same 460mm diameter unit used on the Dart SLF and is adjustable for height and rake. Steering gear is the well known ZF8098 integrally powered system. With a design load capacity of 7500kg, the front axle is the S75ULF from Kirkstall, which is incidentally Dennis's longest serving supplier. In practice the capacity is limited to 6300kg or 6930kg on buses limited to 50mph for urban work. At the rear the axle is the ZF AV-132 drop centre unit with a design load capacity of 11,500kg. Though the design load capacity is 18,500kg, the plated weight is 17,000kg (6300/10,500) although this should rise to 18,000kg (6300/11,500) from January 1999. Rear axle ratios depend on the gearbox selection, that with the Voith D851.3 being 5.13:1 to give a maximum of 48mph, while the ZF Ecomat ratio of 5.74:1 gives 46mph in fourth and 56mph in fifth.

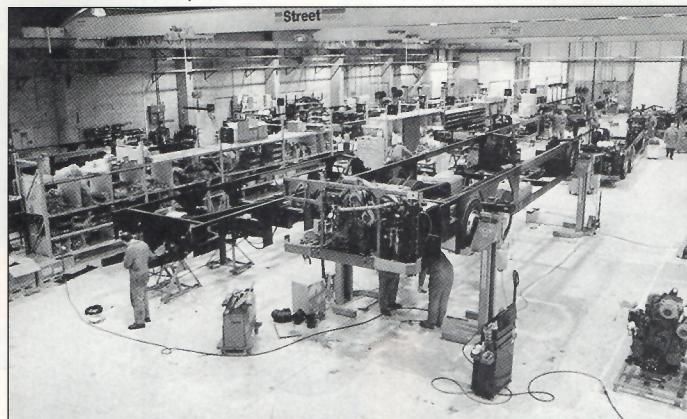
Both axle variants share a similar front end layout and have modular frames built of welded steel channel and rectangular sections. Though the three axle has body bracing for delivery runs the two axle chassis is entirely self supporting. It has constant front and rear frame overhangs of

2150mm and 2288mm respectively with a wheelbase of either 5250mm or 5800mm depending on whether the body is to be 9.9 or 10.45m long. To keep things straightforward for bodybuilders, key ancillaries including the fuel tank will be incorporated at the

spare wheel and tyre, auto chassis lube and a hand held diagnostic unit for the electrical circuits.

## Bodies

It is already clear that the UK's bodybuilders see the Trident as a horse worth back-

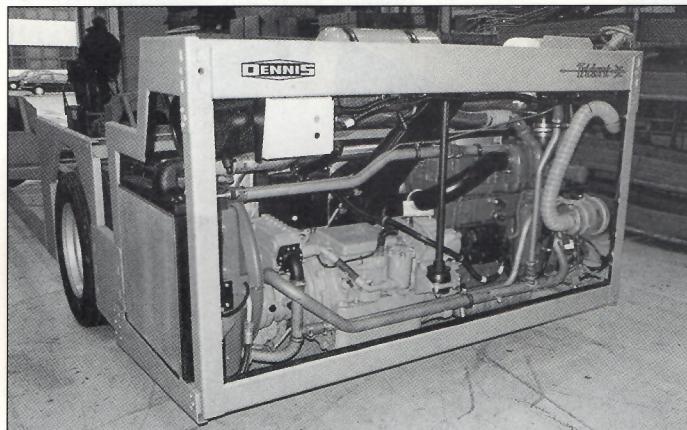


**Trident chassis for Hong Kong taking shape in the Dennis assembly plant.**

factory.

The fuel tank capacity is 275 litres (60 gallons). Listed options include a drive facility

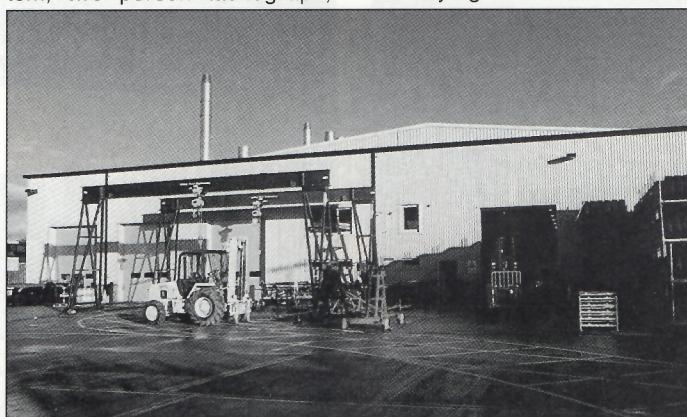
ing as Alexander, East Lancs and Plaxton/Northern Counties have been quick to announce that they will be offering prod-



**As the rear overhang is so short, it has been possible to mount the Cummins C series engine very low in the chassis.**

for a cab air conditioning compressor, antilock braking, a stainless steel exhaust system, two person tachograph,

ucts on it. A pre-production chassis is understood to be already in an advanced state of bodying at Alexander while



**The latest extension to the Dennis factory provides an additional 45,000 square feet of space.**

a chassis is scheduled to go to Blackburn within the next couple of weeks. Alexander will be employing the new ALX400 while for its part Plaxton/Northern Counties will offer the President design first seen at the NEC last September. Chris Clark, MD of East Lancs happened to be visiting Guildford when we called and he said of the Trident, 'It's a bodybuilders dream. We can put the floor on the chassis, without the need to build a subframe.'

Trident can be bodied to either low or full height and Dennis claim that, 'headroom in a low-height Trident will be similar to that in current generation full-height double deckers.'

Alexander is already well into its stride bodying three axle Tridents, one of which destined for the Long Win subsidiary of KMB was available at the launch for inspection, as well as a test ride. Dennis subsidiary Duple Metsec is also bodying three axle Tridents with batches being assembled by both Salvador Caetano and East Lancs.

On the ALX500 the non-moquette seat trim was a little unfriendly compared with UK interior specifications, but it was otherwise clear that Hong Kong passengers receive a very high degree of comfort that includes air conditioning, plenty of stanchions, a wheelchair bay, a powered entrance ramp and lots of straphangers. What really impressed about the Trident once it was out on the road was its stability in all situations including very sharp corners. Dennis research & development manager, Paul Bromley, confirmed that it had been tilted to 31 degrees.

## New factory

To cope with the demand for its products and to increase its capacity to further penetrate world markets, Dennis has opened a major extension to its main factory complex in Dennis Way. The extra 45,000 square feet of production space will increase the capacity of the plant from the existing 2,000 units a year to approximately 3,000 a year.

Within the new facility, which incorporates state of the art filtration and environmental systems, there are paint and chassis protection booths running along one side with chassis construction occupying the bulk of the available room. Massive overhead cranes run-

# Vehicle Launch

ning on solid wheels rather than tracks carry the chassis between the different construction stages. The versatility of the plant is illustrated by the fact that in successive bays it was possible to see a Super Pointer Dart being constructed complete with the sloping underframe for its Pointer body, a Javelin coach chassis and the all Cromweld underframe for a Rapier fire appliance. In the line opposite Tridents were taking shape. Primer is applied using an electrostatic process to ensure complete coverage and all joints in which water might otherwise collect are sealed prior to the application of the Mebon protective coating.

The final stage of the investment will see the conversion of an existing workshop which houses a paint facility into a dynamometer shop for testing chassis prior to despatch. At present this type of testing is undertaken on the roads around Guildford. When it opens in July 1998 testing on site will enable a bank of very precise data to be built up, will relieve congestion locally and will make the construction process simpler and cleaner.

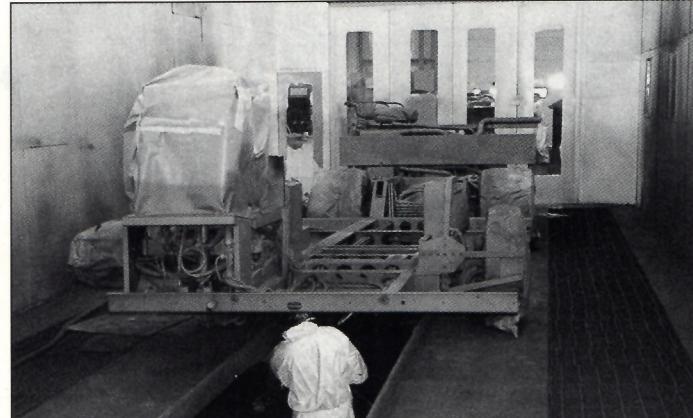
In the past 12 months Dennis has produced just short of 2000 vehicles (including 140 fire engines) so the investment was clearly necessary. Current production levels call for 52 chassis a week during January and February, the highest figure yet achieved being the 256 chassis which left the plant last July. Order for Hong Kong account for 12 Tridents and three Dragons a week at present, the Dragons being, almost certainly, the last of the type to be built and also the last bolted construction Dennis chassis. Initially it took 400 hours to build a three

axle Trident and that time has already come down to 253 hours and will be further reduced for two axle examples.

## Summary

So there you have it, two buses from the same stable,

Tridents have already attracted over 700 firm orders or letters of intent to purchase which, in addition to ongoing orders for both the Dragon and Arrow double deckers, should mean that the Dennis share of a world double deck market long dominated by the



**Applying a coating of Mebon to a chassis in the new facility.**

both called Trident, both low floor and both pretty impressive solutions to meet the

Olympian is set to grow.

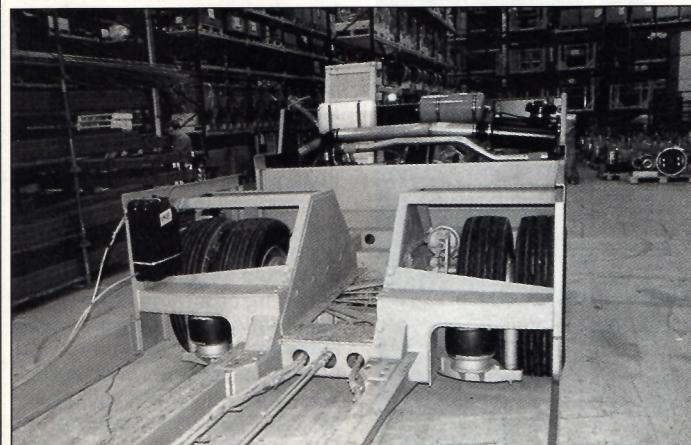
Dennis's existing two axle double decker, the Arrow, is



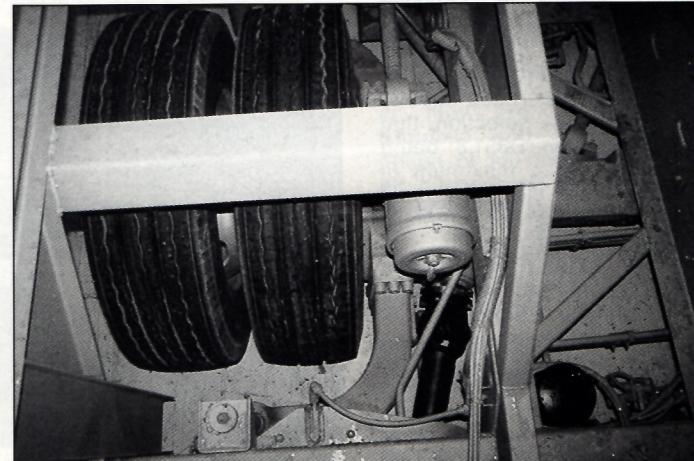
**A short test ride on the three axle Trident with Alexander ALX500 body for KMB's Long Win subsidiary showed that it is a very stable machine.**

needs of their respective markets. Between them the twin

not being dropped, indeed 27 are about to go into build for



**The two axle Trident features a ZF AV132 drop centre rear axle to give a flat stepless floor throughout the gangway.**



**The angle drive to the rear axle.**

Capital Citybus, but Roger Heard believes its future will be limited. 'Trident will effectively replace Arrow because of the benefits it brings and because the market will go low floor,' he said. The first production chassis will be completed towards the end of the year and the first vehicles are expected to enter service around the new year. A chassis price has not been revealed but it is understood to be around £4,000 more than an Arrow. A total cost of £123,000 for a bodied two axle Trident was mentioned.

I was not the only one at the launch to think that calling two such different buses by the same name will confuse customers and be a nightmare for the parts department in years to come. Someone suggested calling the two axle version the Bident, someone else the Loline, but whatever it is called, orders already taken suggest that Dennis has once again managed to come up with the right bus at the right time. This has become something of a habit for Dennis, who followed the spectacularly successful Dart with the equally popular Dart SLF. The recently published SMMT registration figures show that in 1997 Dennis registered 1078 Dart SLFs against a combined total of 689 low floor buses from all the other manufacturers. Demand for double deckers is not such that success for the two axle Trident will generate the same level of business that the Dart SLF has done, but it does give the Guildford manufacturer a very convincing low floor product line-up.

**By Stuart Jones**

# Dealer Focus



Boons will take delivery of this S250 Special for the 1998 season.

## Setra Open Days

Operators looking to augment their fleet for the 1998 season were given an early opportunity to inspect some of the vehicles on offer when EvoBus (UK) Ltd, held a series of Open Days between January 14 and 17. The Lincoln premises are home to the Setra part of the Evobus empire and among close to 50 vehicles present were both new and used Setra coaches as well as over 30 used coaches of Volvo, Scania, Mercedes, MAN, LAG, DAF and Leyland manufacture. While managing director, Jim Shuttleworth, and his team were happy to take orders for new Setra S250 Specials and did so, the main reason for the Open Days was to give a boost to used vehicle sales.

Jim explained why the event had been held, 'We think this is a good time. Now's the time the market needs some stimulation. I think we're the first to do it in January.' He believes the new and used markets are differ-

ent in that, 'On the new side, the number of buyers is much lower and deals are coming further and further forward.' Of the used market he said, 'We've got to do something to help encourage the market into buying mode. It's been static too long.'

To help make the visit

more enjoyable excellent refreshments were provided throughout the day, the normally busy workshops having been converted to a restaurant with tables in the centre and a selection of used coaches around them. I visited Lincoln on the first of the four days when around 60 people from

throughout the country had also made the trip. Over the four days, around 200 operators called with the Saturday particularly busy.

Prices listed in the used stock list ranged from £17,500 for a 1984 Leyland Royal Tiger Doyen to £155,000 for a 1993 Scania K113 triaxle with particularly well appointed Van Hool Alizee coachwork including 49 Royal Class recliners. In common with other dealers Evobus has quite a number of late model vehicles in stock including 1994 Volvo B10M Plaxton Premiere 350s with 50 recliners, toilet, air conditioning and double glazing at £129,500, 1994 Volvo B10M Jonckheere Deauville with 49 recliners and rear toilets and well specified Scania K113CRB Irizar Centuries of the same age with 49 recliners at £130,000. Most of the vehicles on offer appeared to be to standard specifications, the only unusual item being a 1986 LAG Panoramic kitchen



Among the well presented stock were vehicles from a variety of body and chassis manufacturers.

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# Dealer Focus

coach which had been extensively refurbished including a complete retrim to the 27 recliners, on offer at £42,000. This was among the vehicles to find new owners.

Used Setras varied in price from £29,000 for a 1982 S215HU to £140,000 for one of four 1993(K) S215HD 49 seaters. There were no secondhand S250s available, indeed Jim has only had one pre-owned S250 to sell to date. Two S215HDs and two S215HRs were among the vehicles sold which provides further evidence of the marque's appeal in the used market.

Though list prices have been quoted, the pre-event publicity promised special offers and fabulous New Year bargains and these were to be had. 'All deals are realistic,' said Jim, 'We are keen to discuss.' He admitted he was particularly keen on straight deals and said that he found operators liked buying from Evobus. 'It's not just what you pay for a vehicle,' he said, 'it's the preparation, the condition and the support you get afterwards.'

As previously mentioned, there was also interest in new Setra S250 Specials with several present - complete with sold stickers in the windows. Both Mercedes Benz and MAN engined examples producing 381 and 401bhp respectively are available for 1998, and both are also now available with Mercedes six speed manual transmissions as an alternative to the current eight speed units. Also



A variety of used Setra stock was on display including this S215HR and S215HD.



Operators found the atmosphere convivial.

increasingly popular is the Allison World Series B500 automatic box which both Bebbs and Skills have specified for 1998. Retail prices for new Setras range from around £195,000 for a 53

seater with no toilet up to around £207,000 for a full specification 48 seater with toilet and Mercedes engine.

Another attraction was the availability of special prices on a number of parts includ-

ing Webastos.

Jim Shuttleworth was pleased with the way the event had gone and thought another event of a similar nature would be worthwhile, possibly in the not too distant future. When I telephoned on the following Monday morning he was able to confirm sales of eight used and two new coaches with serious discussions continuing on a number of other deals which remained subject to finance and inspection of part exchange vehicles. 'Reaction has been very positive,' he said, 'Many visitors complimented us on our presentation. People thought it was a good time to have the event and they found the trip worthwhile.'

**By Stuart Jones**



Ready to roll, a 53 seat Jonckheere Deauville bodied Mercedes Benz OH1628L.

# Operator News

## Whyte's Coach Tours, Aberdeen A full house for Caetano

On 12 January Salvador Caetano (UK)'s Executive Marketing Director Alan Page officially handed over four new Caetano Algarve 2 Volvo B10Ms to William (Bill) Whyte Snr of Whyte's Coach Tours of Newmachar near Aberdeen. It was a significant event for a number of reasons. Bill Whyte officially retired just before Christmas, 30 years after starting the business and has left it in the hands of a new generation of the family, son William J., and son-in-law and daughter Ian and Linda Urquhart. This is also the fourth year that the respected Scottish firm has bought new Algarve 2s from Salvador Caetano (UK) with the result that its entire big coach fleet line up is now Algarve 2, no less than 14 vehicles.

### The Blue Star Band

Whyte's Coach Tours can trace its origins to Bill's interest in music. For many years he played in dance bands in the North East of Scotland. In 1951 he left Fraserburgh to work as a driver at Kingseat Hospital, Aberdeen. It was not long before he joined the hospital band and played in bothy-nights on Grampian Television. William formed his own band, The Blue Star Band, in 1955 which played in venues across Aberdeenshire, Kincardineshire and Angus from Nairn in the north to Dundee in the south. Members used to transport the band equipment in their own cars, but in 1966 Bill bought a 12 seater non-PSV Bedford minibus for the purpose. The following year he was approached by Aberdeen County Council who offered a contract to take a small number of children from Newmachar and Dyce to St Andrew's School at Inverurie. Numbers grew and there was a need for a PSV which duly arrived in the shape of another 12 seater Bedford costing £45.

The business steadily grew



**The four new Volvo Algarves at Heather.**

with taxi work supplementing the minibus and in 1969 Bill left his job at the hospital to become self-employed. 'It was a big step for me but one which I have never regretted,' he said. The new family home at View-Park, Newmachar became the base for the business with the first big coach, a 45 seat 14 year old Burlingham bodied Bedford costing £400 arriving in 1970.

As activities expanded the old hall in Newmachar was bought and used for maintenance. Development of the

taxis side saw the addition of two white cars so that, as well as a coach taking a band and guests to a wedding reception both the bride and bridesmaids could be transported in the appropriate style as well.

### A new generation

Bill Jnr joined the business as a Partner after passing his driving test on his 17th birthday. In 1976, as the firm continued to grow, son-in-law Ian Urquhart also joined and responsibilities are now divided with Bill Jnr overseeing

the engineering side and Ian, the administration. The incentive to move into the holiday business, a key element in today's operation, came in 1977 with the purchase of F, F & F Coaches based in Skene Street, Aberdeen which held tour licences as well as owning two coaches. With increasing coach work the family decided to stop the taxi side of the business and concentrate on developing the private hire and coach holiday side. However in the pre-1980 regulated era, it was not without the occasional battle in the traffic courts. Today Whyte's offer over 280 holidays annually.

### With Caetano

There is a long tradition of Caetano coachwork in the Whyte's fleet. The first example was a Bedford back in 1976. Two Alpha bodied Volvo were bought when just 10 months old in 1981 and one of these was to quickly show its durability when it was hired to Stagecoach of Perth for a year. Painted in the famous stripes and fitted with a toilet, it operated on its Aberdeen-Glasgow and Aberdeen-Edinburgh express services. Whyte's Newmachar premises



**Alan Page presents Bill Whyte with vintage Port at the official handover.**

# Operator News

were ideally located to service the Aberdeen end of Stagecoach's rapidly growing express network. In fact the coach was repainted white at the end of the year only for the Perth company to find that they were going to need it for longer after all and it was quickly repainted back into their livery. Whyte's coaches became a frequent sight on Stagecoach work at this time.

The first new Caetanos to join the fleet did so in 1989 in the shape of two Algarve bodied DAF SB2305 49/53 seat executives. The current run of Algarve 2s started in 1995 with a DAF SB3000WS 49 seater with centre sunken demountable toilet and continental door and a MAN 11.190 33 seater. The midcoach included a rear mounted saloon toilet, tinted double glazing, full height continental door and Blaupunkt audio, tv and video system in its specification.

Since then Whyte's has taken three batches of four Algarve 2s mounted on Volvo B10M chassis including the order handed over on 12 January. The new coaches are again 49/53 seaters executives featuring Holdsworth Graffiti moquette, centre sunken toilet and continental door. Blaupunkt audio equipment has been fitted. All are double glazed and have Eberspacher heaters. Air-conditioning is also included in the specification and these systems will be installed by Sutrik at Northampton prior to delivery. This will bring the number of air-conditioned vehicles in the fleet up to ten. Whyte's metallic beige, wine and red livery was applied in SCUK's workshops. The current scheme was introduced in 1993 after staff consultation and was inspired by Bill Jnr's wife. Her father-in-law likes

both its simplicity and practicality and it suits the Algarve body-lines well.

Commenting at the handover of the latest batch of coaches Bill Snr said that he was very satisfied with the service that Whyte's Coach

exchange for the latest coaches. Bill Snr and one of the company's driver's drove two of the coaches down to Heather on the day of the handover, starting at just after four o'clock in the morning. Reflecting the company's



**Moquette in the new coaches is Graffiti from Holdsworth.**

Tours had received from Salvador Caetano (UK) at Heather. He particularly complimented the stores department saying that they gave good back up and knew their business. 'If we phone in the afternoon, very often we have the item the next morning,' he pointed out. It was a view supported by Bill Jnr who said that Whyte's did not often need support, but it was there when it mattered. 'It's crucial,' he commented.

Talking about the vehicles themselves Bill Snr said that they were 'better value for money.' The build quality was good and that the firm's drivers liked them. The 49 seat layout gave plenty of leg room and there was lots of luggage space as well. 'They are a suitable vehicle for our work,' he said.

Two L-registered Van Hool T815s and a J plate Bova Futura have gone to Salvador Caetano (UK) in part

coaches to be parked side by side with their locker doors open. Once the new coaches are delivered, Bill Jnr commented that they hoped to get all 14 Algarve 2s lined up for a photograph. The garage roof is high enough to allow double deckers, although, to date Whyte's have not owned one. However Bill Snr pointed out that at 3.55 metres, high floor coaches are not much lower.

As well as local schools work and private hire Whyte's fulfil tours for local newspapers such as The Press & Journal and Evening Express in addition to their own extensive touring programme. Feeder coaches work into Aberdeen from as far afield as Elgin for tours which pick up as far south as Perth before travelling throughout the UK and the continent including Holland, Belgium, Germany, Czechoslovakia and Italy.

The development of the oil industry in the north east of Scotland has had a major affect on the local economy. Whyte's occasionally do a little work for the oil companies but their core work remains in tours. Bill Snr recalls that in the boom oil years it was not unknown for an oil company to hire coaches at short notice just to take staff to Glasgow airport for a weekend away. Today the market is much more responsible with the companies asking for quotations. However with the bulk of Whyte's business depending on the middle and older age groups in the local community it has developed more steadily. It has been satisfying for Bill to see how the business has grown over the past 30 years. 'It's not done badly,' he said.

**By Andy Izatt**

## Whyte's today

Following the purchase of land at Pinkie Farm, Newmachar, and the building of a new garage in 1986, Whyte's now have extensive premises to accommodate, maintain and administer the 20 strong fleet which in addition to the Caetanos includes three Mercedes 33 seaters, a 16 seat Sprinter, a Renault and a Ford Transit. The firm also uses the site as a coach interchange for its feeder services and around 5,000 passengers pass through each year. Vehicle parking is sufficiently spacious to allow 12



**The first big Algarve 2 in the fleet was this DAF SB3000WS.**



**One of the T815s which has been replaced by the latest batch of Caetanos.**

# Supplier Focus

## Driveline Specialists - taking the lead in transmission technology

There are specialists, and then there are specialists. Swinton based Driveline Specialists Ltd not only lives up to the name, it is confident it has taken a lead over the competition through the implementation of computer technology in transmission testing. A considerable sum has been invested recently in developing a computer controlled test programme for ZF Ecomat automatic transmissions and installing an acoustic test cell. The development is unique amongst gearbox and transmission dealers or service agents and even ZF themselves have nothing as comprehensive as what the team at Driveline has devised.

Driveline has been an official ZF service agent since 1989. The business was first established in 1980 at Worsley by ex-Eaton personnel, concentrating on transmissions for HGV, PSV and off-highway vehicles, and its current general manager, Steve Allen, joined in 1983. The company dealt with all makes of gearboxes and rear axles quickly establishing a successful reputation which generated business and soon called for expansion. This led to the need for larger premises, culminating in a move to Swinton during 1986.

The present staffing level is 18, most of whom are highly skilled technicians. Training is provided in-house for Eaton products as Graham Evans, Driveline's technical sales & service manager was a time-served apprentice with the company and spent some years in its research and development department. He is, therefore, eminently qualified to pass on instruction. Any member of staff needing to be updated or trained in ZF products attends any relevant course provided by the manufacturer.

Graham's expertise and



**This special cradle was developed by Driveline to allow staff to operate at the most convenient height and position.**

knowledge of testing procedures has been a guiding factor in the development of a



**Steve Allen, general manager of Driveline Specialists.**

service area dedicated to ZF Ecomats which allows the company to complete all reconditioning up to Stage III. He designed, along with a local engineering company, a special mounting cradle for the casing which can be rotated and locked in any position to suit the technician stripping or rebuilding the unit. The same partnership also designed the test rig contained in the test cell and worked closely with software developers to produce a comprehensive analysis programme which gives accurate information on every function within an Ecomat transmission. An AC motor was chosen to power the rig because

it could easily be controlled by a computer.

Test cycles are operated for two hours, currently in a semi-automatic mode as the operator remains with the computer equipment to switch from one test programme to the next and to manually switch gear ratios or apply the retarder when necessary. The next revision of the software programme will eliminate the need for supervision beyond the initial set-up stage. Once the transmission is properly installed, filled with the correct amount of lubricant and run until it reaches the recommended 80 degrees centigrade operating temperature, it will be possible to engage the test cycle and all the functions will be stepped through automatically. At the end of the test a detailed four-page report is printed out with any areas of failure highlighted for attention.

Test data is automatically logged to an archive database to provide Driveline with a record of the analysis for comparison with any subsequent test of the same unit and for maintaining a complete mechanical history of each transmission handled.

Driveline's test programme begins by running the input speed up to 1,000 rpm and then measuring the current draw, in amps, of the solenoid when engaging each gear. Each measurement is recorded and displayed in either blue or red. Blue results are within established parameters and any that do not tally with prescribed settings highlighted in red. With the input speed remaining at 1,000 rpm, the next two tests are performed. Firstly the inductive sensor is checked for function at both turbine (input) and output, followed by an evaluation of the throttle pressure and load switch.

The next pair of tests

# Supplier Focus

intensively scrutinise oil pressures and temperatures in every gear, cycling through each item at a reduced engine speed of 700 rpm. The same set of tests is then made under full load simulation with an input speed set between 2,000 and 2,500 rpm. Having achieved a high input speed the next step records the flow of oil and its pressure with the lock-up clutch engaged for ten minutes.

Emergency control and PTO checks are optional, depending on the type and application of the transmission and these can be bypassed to the final section of evaluation which measures the efficiency of the retarder and then runs a stall check at 150 amps.

If an oil cooler is fitted to the transmission it may be plumbed into the test rig to ensure it is pressurised to 0.5 bar during operation. Finally, the unit is operated until the temperature reaches 100 degrees centigrade and a leakage test is carried out, checking all joints, sealing faces, bolts, connections and attached equipment, including torque converter space. All pressure plugs are replaced and, depending on the nature of the test, a new or the original oil filter is fitted in place of the test unit.

Transmission fluid used during the testing process is drained from the unit into the sump below and recycled into the main supply. Cleanliness and freedom from contamination is ensured by passing fluid drawn from the sump through three separate filtration processes.

The detailed nature of the test and the accuracy of the results allows Driveline to immediately identify any area where attention may be required. It guarantees reliability for the customer and ensures Driveline's quality standards are of the highest order.

All re-conditioned transmissions are guaranteed for 12 months. Ecomat transmissions all have a two year warranty. Customers can also opt to have their own transmission repaired rather than take a fully re-conditioned service exchange unit. Steve Allen said that this was an area where there was a distinct line between the PSV and HGV industries, particularly in the case of coach operators. He maintained that HGV operators were generally so cost

conscious they would insist on having a repair to a transmission and just pay for replacement parts that were required. Coach operators, on the other hand, were more inclined to opt for the security

transmission service agents. These can be collected from a service counter or are despatched via carrier services for overnight delivery. Distribution and collection of service exchange transmis-



**A ZF Ecomat transmission installed on Driveline's test rig in an acoustic chamber.**

of a fully re-conditioned service exchange unit which they knew would provide them with trouble-free service.

Although Driveline is an official ZF service dealer the company also supply spare parts for other independent

sions is partly handled by Driveline's own vehicle, mainly on local work, and partly by national carriers to ensure same day or next day deliveries are achieved wherever possible.

Transmissions catered for



**Driveline's computer console and the test rig control panel. Once the software is fully developed the control panel will be redundant and the computer will take full control.**

at Swinton cover all makes including Eaton, Allison, Rockwell, Scania and Volvo. Customers sending a transmission to Driveline for evaluation can expect a thorough and detailed breakdown of any parts requirements and will be told the cost of completing the job before any action is taken. Units that arrive for attention are drained of oil, washed clean and examined. A full appraisal of costings is worked out and the owner informed of the details. Repair or reconditioning is then carried out only upon instructions from the client.

Units are all logged in when they arrive at Swinton and issued with a job card to ensure complete traceability throughout the process. Records are checked to see if the unit has been serviced before, if so its history can be examined and the technicians know exactly what has been replaced or repaired in the past. Any ZF Ecomat transmission serviced by an official dealer will have been stamped on the casing with an identification code. This can be traced through the network to gain access to records that may be held elsewhere.

Driveline is extremely confident in its own abilities and is proud of the levels of achievement reached by its technicians. Graham Evans said that it was becoming increasingly difficult to find fully skilled or trained personnel and the company was now looking to introduce apprenticeship schemes in order that more young people could be brought up the levels required, not only for purposes of expansion but to take the places of the older, fully skilled technicians when they retired. He admitted that training apprentices was no guarantee of them staying with Driveline but his concerns were that the industry as a whole was becoming de-skilled. By providing this training he believed Driveline was investing in its own future.

The company is also very happy to show customers around the premises to examine the standard of work being carried out. It was evident from B&CB's brief visit that quality and technical ability were of the highest order.

**By Martin Cole**

# Fleet Additions

## T9 for Eavesway

Eavesway Travel of Ashton-in-Makerfield has chosen the Van Hool T9 Alizee DH bodied DAF SB3000 WS for its latest acquisition. It has been specially prepared for Bolton Wanders FC team travel and was supplied by Arriva Bus & Coach. Finished in a special livery made up from Bolton's team colours, the coach features 32 Royal Comfort Class seats with lap belts, ten tables, rear washroom, roof mounted air conditioning with climate control, two convertible beds for injured players and a four screen video system. The DAF WS242 Euro 2 engine develops 330 bhp and is coupled to a ZF Ecomat 5HP600 gearbox with foot controlled integral retarder.



## Commuter DAFs

Arriva Bus & Coach has supplied five DAF SB3000s with air-conditioned Plaxton Premiere 350 bodies to London Coaches (Kent) for busy commuter services. Each has 53 reclining seats along with tinted double glazing and the specification allows the coaches to be used on sightseeing and hotel transfers between the peaks. ZF automatic gearboxes have been specified to ease the driver's workload in London traffic. 'We pride ourselves on offering the residents of North Kent the best way of commuting to London,' said Transport Manager Graham Wykes. 'Our customers, - 4,000 of them every day - are guaranteed a seat in a high-quality coach.'



The first Plaxton bodied Mercedes Vario O.814D has been delivered to Newmachar Coaches based just outside Aberdeen. It is fitted with a TV and video to keep children entertained on the way to school.

Davy Reid of Newmachar Coaches commented, 'We are mainly using the coach on a contract to carry handicapped children to school and we find that playing a video on the run helps make the journey more pleasant. Teachers find a benefit too, saying that the pupils are more relaxed when they arrive at the school.'

The new 33 seater replaced a three-year-old 709D in the seven strong fleet and the fitment of the TV/video equipment gives Newmachar Coaches a useful plus-point when it comes to using the coach on private hires.



Six Wright bodied Scania Axcess Ultralow buses have replaced double deckers on Chester's two park and ride contracts which are operated by Chester City Transport. They feature 42 seats and have provision for 27 standee passengers and one wheelchair occupant. Neighbouring operator Crosville put three similar vehicles onto its park and ride service just a few weeks before.

# ▪ FORECOURT ▪

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Express, 53 seats, Reel seat  
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**AEC SUPREME III** with IV front,  
53 seat coach, manual ZF, 1976  
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**1984 BEDFORD PARAMOUNT 3200,** 53 seats, with new trim, new MoT, very clean £12,500 ono

**CHOICE OF 3 LEYLAND NATIONALS, R,S, and T, various** MoT's, all in daily use ..... £2,750 each ono + VAT

**Tel: 01622 820304**

BCB/443/1466/FC

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## MINIBUSES



**1987 MCW METRORIDER**, 23 seats and standees, Cummins engine/power steering / power door, new MoT, ....Choice of 2



**1989/90/91 LEYLAND SHERPA**, Carlyle Mk II body-work, 20 seats, service spec, supplied with 12 months MoT .... Choice of 14

**MARTINS**  
of Cheshire

### USED BUS AND COACH DISTRIBUTORS

Located A49 / Whitchurch / 5 miles off Junction 10 of the M56.  
**WARRINGTON ROAD, WEAVERHAM, CHESHIRE CW9 3PX**

**TEL: 01606 853298  
FAX: 01606 854679**

BCB/443/1806/FC

## 1977/1979 BEDFORD YMT'S DUPLE DOMINANT II

53 seater, long test, well maintained seatbelt fittings installed excellent contract vehicles, choice of 2

**£2,000 - £3,000  
EACH + VAT**

**01530 260888**

BCB/443/1722/FC

### Selection of

## LEYLAND OLYMPIANS

available now, long tests

**POA**

**Tel: 01702 541511**

(Essex) BCB/443/1471/FC

## FOR SALE BY OPERATOR DUE TO FLEET UPDATE

**1996 (N) MERCEDES SPRINTER 412 D**, 16 str, luxury spec, 2 tables, Olympus conversion, air con, 60k miles ..... £22,995 + VAT

**1995 (N) MERCEDES 410 D**, 13 str executive, TV/video, drinks, boiler, huge boot space, air con, 70k miles ..... £19,995 + VAT

**1995 (M) MERCEDES 410D**, 11 str with tables, huge boot space, air con, 70k miles ..... £18,995 + VAT

**1994 (M) MERCEDES 410D**, 16 str, Olympus conversion, air con, 85k miles ..... £19,995 + VAT

**1992 (K) MERCEDES 410D**, 15 str, new conversion ..... £10,995 + VAT

**1990 (G) TRANSIT 190 LWB DIESEL**, 14 str or 12 str + wheel chair, tail lift, luxury spec ..... £4,995 + VAT

**1989 (G) TRANSIT 190 LWB DIESEL**, 12 seats, luxury spec ..... £4,595 + VAT

**1989 (G) MERCEDES 408 D**, 12 str + luggage pen, low mileage ..... £6,995 + VAT

All vehicles unwritten in white. Service history. Taxed & tested, P/X CONSIDERED, PICTURES AVAILABLE

**01895 230643 HEATHROW**

(Office hours)

BCB/443/1706/FC



## 1994 L MAN OPTARE VECTA SERVICE BUS

40 seats and 16 standees, 1st class order, long MoT

*Choice of two*

**£55,000 + VAT each**

**01698 372132**

BCB/443/5170/FC

*Due to vehicle replacement*

## CRESSWELL'S COACHES

*have for sale:*

**1988 SCANIA K12 PLAXTON**, 51/55 rec, toilet, drinks, fridge, courier, seat belts, new stretch panels, PP, MoT Jan 1999 ..... £50,000 + VAT

**SOLD**

**1985 SCANIA K12 JONCKHEERE**, 53 rec, toilet, fridge, courier, seat belts, new mo, MoT to Oct 1999 ..... £32,000 + VAT

**1988 RENAULT/DODGE MOBILITY**, 12 str + 4 wheelchair chairs or 6 str + 7 wheelchairs, seat belts, MoT Sept 1998 ..... £3,500 + VAT

**1985 MERC 408, 15 STR**, with seat belts, MoT 12 months ..... £3,000 + VAT

All above vehicles have been maintained to our very high standards, all in daily service

To view ring:

**01283 217215/217229**

Fax: 01283 550043

BCB/443/1720/FC



## SELECTION OF BRISTOL VR'S T - W REG

Gardner engine, low bridge, ECW bodywork, long tests, ready to work

**From £4,250 + VAT**

*including tyres*

**Tel: 01702 541511**

(Essex) BCB/443/1473/FC

## Amphill Bus Company

(Due to fleet update offers for sale)

**97 P LDV Pilot**, 11 seater coach conversion, v.g.c., 3 point, L+D seatbelts, COIF, 12 months MoT, owned by us from new ..... £11,250 ono + VAT

**96 P LDV Convoy**, 16 seater factory bus, v.g.c., 3 point L+D seatbelts, COIF, sold with 12 months MoT (Choice) ..... £15,250 ono + VAT

**91 H Renault Trafic T1400**, 14 seater, COIF, sold with 12 months MoT, seatbelts, new factory gearbox ..... £3,295 ono + VAT

*Contact  
Mr Peter Feely*

**01908 612020**

BCB/443/1802/FC

**1989 Jonckheere Deauville Mark III B10M**, G Reg, full executive, engine 2 years old, excellent condition, everything fitted and working ..... £65,500 + VAT

**Volvo B10M Mark III**, F Reg, Van Hool Super High full executive, no rear window, maintained by Volvo 5-6 years, engine reconditioned by Volvo, excellent condition ..... £75,000 ono

*Tel  
01978 720171*

BCB/443/1801/FC

## Due to fleet replacement, buses for sale

### LEYLAND NATIONALS, VOLVO RE-POWERED

**R REG**, 49 seats, MoT April '98 ..... £11,000 + VAT

**R REG**, 52 seats, MoT August '98 ..... £10,000 + VAT

**T REG**, 52 seats, MoT November '98 ..... £11,000 + VAT

*Contact Ian Clarkson*

**01977 642385**

BCB/443/1719/FC

**MERCEDES 811D 1994**, 33 seats, full Dip-Tac ..... £35,000

**88/89 TRANSIT MK III 2.5 Di**, 16 hi-back seats, power door ..... £5,950

**87/88 TRANSIT MK III 2.5 Di**, service bus, fully equipped, ready to work ..... £3,495

**86 DODGE**, 25 seat service bus, fully equipped, ready to work ..... £2,495

**ALL AVAILABLE WITH NEW TICKET + VAT**

**01249 448844**

BCB/443/1726/FC

## COACHES

**1986 BEDFORD YNV PARAMOUNT 3200**, 53 seats, MoT 1/99 ..... £19,750

**1984 BEDFORD YNT PARAMOUNT 3200**, 57 seats, belts, clean, Isle of Wight, example, MoT 2/98 ..... £14,750

**1980 BEDFORD YMT SUPREME IV**, 53 seats, power doors, MoT 5/98 ..... £3,450

**1979 VOLVO B58 DOMINANT II**, 57 seats, belts, MoT 9/98 ..... £4,750

## BUSES

**1986 BEDFORD YMT DOMINANT BUS 55 seats**, MoT 9/98 ..... Due In

**1986 BEDFORD YMP**, W/Stringer Vanguard bus, 45 seats, MoT 5/98. Due In

**1977/8/81 LEOPARD DOMINANT BUS**, 53 seats (+ 18), MoT 3/98 ..... £5,750

**1978/7/81 LEOPARD ALEXANDER, Y Type**, 53 seats, various MoT's from £3,750

**1981 ATLANTEAN ECW**, 74 good seats, MoT 6/98, v/clean ..... £5,750

**1979/80 ATLANTEAN ROE**, 75 seats, various MoT's from ..... £3,750

**1976-79 LEYLAND NATIONAL**, 10/11 metre, 44/52 seats, current tests, choice of 7 ..... £1,750 - £2,250

## MINI/MIDS

**1991 OPTARE METRORIDER**, 26 bus seats (can be 31), various MoT's from ..... £13,750

**1989 MERC 811D MELLOR**, 29 coach seats on tracking, belts, Hideaway Side Lift, power doors, low mileage, rare vehicle, new MoT shortly ..... £19,750

**1987 FORD TRANSIT DI MELLOR**, 16 str, power doors, various MoT's from ..... From £3,000

## WINTER SALE - DRIVE AWAY - NO MOT'S

**1981 BEDFORD YMQ DOMINANT SERVICE BUS**, 45 seats ..... £2,250

**1980 LEOPARD DOMINANT II EXPRESS**, 49/53 seats, excellent runner ..... £2,450

**1978 BEDFORD YMT DOMINANT SERVICE BUS**, 55 seats ..... £1,250

**1978 FORD R1014 SUPREME III**, 45 seats, totally original ..... £1,450

**1976 BEDFORD YMT DOMINANT**, 53 seats, clean and tidy ..... £1,250

**1981 VOLVO B10M DOMINANT II**, requires seats or ideal for rebody as E Lancs d/decker ..... £9,750

**GOOD LEYLAND LEOPARD 680 ENGINES** ..... £1,200

## All Plus VAT

## Wealden PSV

Tel: 01892 833830  
0585 838989 anytime  
(Kent)

BCB/443/1497/FC

## APPLEGATES HAVE FOR SALE

**1986 PLAXTON 4000**, Neoplan chassis, 71 seater, toilet, hot water boiler, curtains, tinted windows ..... £48,000

**1983 SETRA 49 SEATER**, toilet, TV units, video, coffee machine + courier seat with curtains, tinted windows ..... £36,000

**2x 1974 LEYLAND FLEETLINES WITH LEYLAND 680**, 74 seaters, suitable for school contracts etc, in good running order, MoT'd ..... £2,500

**01453 810314**

BCB/443/1718/FC



**1987 PLAXTON 3200 DAF DHTD**, 6 speed splitter gearbox, 57 seats, brown moquette, cream/red, exterior, radio/PA, seatbelts, excellent mechanical condition, MoT Dec '97 ..... £36,000 + VAT

TEL: 01225 422267

BCB/443/1478/FC

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## SELECTION OF MERCEDES 608D

C & D reg, stage carriage spec, direct from original operator, large choice

£2,250 + VAT

Tel: 01702 541511

(Essex) BCB/443/1472/FC

## VOLVO NEOPLAN SKYLINER 1988

New MoT, 75 seats, toilets + servery, video + 3 monitors, good condition, ready to work

£57,000 + VAT

01502 717579

BCB/443/1809/FC

## LEYLAND NATIONALS 1, MoT'd & taxed

## LEYLAND NATIONALS II, MoT'd & taxed

## LEYLAND LEOPARD PLAXTON SUPREME IV, MoT'd & taxed

01580 292323

BCB/443/1731/FC

## 1983 LEYLAND TIGER GOLDLINER, semi-auto, large, d/glazed windows, 55 seats with belts, 1 year MoT £13,000 + VAT

## 1981 LEYLAND ATLANTIC, 71 seats, 1 year MoT, Northern Counties body..... £5,000 + VAT

01292 289988  
(Scotland)

BCB/443/1815/FC

## 1987 BEDFORD YMP5 TURBO PARAMOUNT 3200, Mark III front, 33 recliners + courier . . . . . £27,500

## 1986 DAF MB230 DUPLE 340, 53 seats, toilet, TV/video, hot water, MoT Jan 1999 . . £25,500

TEL: 01273 890369  
Office hours

BCB/443/1488/FC

## 1983 (PP) LEYLAND TIGER TL11 PLAXTON PARAMOUNT 3500, manual ZF, 49 seats, sunken toilet, recent engine rebuild & 12 month old gearbox, tested end Aug '98 ..... £14,000 ono

1982 (X) LEYLAND TIGER TL11 DUPLE DOMINANT II SEMI AUTO, 53 seats recently retrimmed, tested Oct '98 ..... £5,500 ono

1983 LEYLAND TIGER TL11 PLAXTON PARAMOUNT 3200 SEMI AUTO, 53 fixed seats, express doors, 12 months MoT, tidy, the later back & front ..... £14,000 ono

All vehicles in good condition, lots of money spent on them, all available for inspection

Contact John Jones  
01704 875858

BCB/443/1743/FC

## 1983 PP MERC 608, mini supreme, 19 seats with recliners & belts, clean & tidy..... £6,000 + VAT

## 1980 PP PLAXTON SUPREME BEDFORD 500 ENGINE, 6 speed box, seat belted, clean for age, MoT & tax .... £6,000 + VAT

## 1976 LEYLAND LEOPARD PLAXTON SUPREME 57 SEATS, seat belts, good clean coach for age, seats 2 yrs old, MoT & tax ..... £5,000 + VAT

01409 221661

BCB/443/1730/FC

## 1988 DENNIS JAVELIN PLAXTON PARAMOUNT III, 51 recliners + courier, air suspension, MoT 12/98, excellent condition ..... £44,000 + VAT

1977 BEDFORD YMT DUPLE DOMINANT II, 53 seats, recent reconditioned engine, MoT 12/98, bargain ..... £1,750 + VAT

1982 LEYLAND LEOPARD SERVICE BUS, 51 seats + 24 standees, sold with new MoT ..... £4,750 + VAT

## P/EXCHANGE WELCOME

## PARITRANS

Bus & Coach

Phone/Fax

0181 692 9304 (S.East)

BCB/443/1821/FC

## PARAMOUNT DAF MB 200

57 belted seats, reconditioned splitter box, PP, MoT May '98

£14,500 + VAT

for quick sale

Tel: 01249 782574

(Wilts)

BCB/443/1493/FC

## 1989

## LEYLAND TIGER

Plaxton 3200, Cummins L10 engine, seat belted, 53 recliners, ABS, Telma, d/glazed, toll window, ferry lift, variable speed control, supplied with new MoT

£52,500 ono + VAT

1976

## BEDFORD YMT,

53 seater, 500 engine, new front, MoT until May '98

£2250 ono + VAT

01202 576645

BCB/443/1496/FC

## LODGE COACHES OF ESSEX

1994 DAF SB3000 CAETANO MK II, 49/53 recliners, centre toilet, double glazed, curtains, hot water boiler and seatbelts, sold with new test..... £97,750 ono

1990 SCANIA K93 PLAXTON 3200, low driver, 49 recliners, centre toilet, curtains and seatbelts, tested till Nov '98 ..... £53,750 ono

1984 LEYLAND TIGER 245 JONCKHEERE P50, 49 recliners, rear toilet, double glazed, window blinds, TV and Video, hot water boiler and seatbelts, sold with new test..... £27,750 ono

All vehicles absolutely immaculate

TEL: 01245 231262

BCB/443/664/FC

P REG RENAULT MASTER POWER DOOR 16 SEATS, 3 point belts, under floor luggage, coach rear end, full luxury cymric conversion, would p/x for 24 seater Merc ..... £21,000

K REG 8 SEATER RENAULT TRAFIC ..... £4,500

## WILL PART EXCHANGE

01502 711611

BCB/443/1723/FC

## 1986 VOLVO B10M BERKHOFF

53 seater, white, very good condition throughout, tested until September 1998, video system with PA available, private plates

£31,000 ONO

Tel: 01525 862201

BCB/443/1817/FC

## TOYOTA OPTIMO III JUNE 1995

Toyota reconditioned engine, 42,000 miles, 3 months warranty still left, radio/cassette, PA, full draw curtains

£43,000 + VAT

Contact Mr Colhoun

## CYGNUS EXECUTIVE TRAVEL

TEL: 0141 889 2006

BCB/443/1748/FC

608 D MERCEDES, 20 seat, Reeve Burgess body, excellent condition, MoT ..... £2,750

TRANSIT 190 FORD, 16 seat minibus, power door, seatbelts with 12 months MoT ..... £1,750

## WANTED

24-26 SEAT MERCEDES COACH, would p/ex for above with cash adjustment or straight purchase

TEL: 01208 850599 (Day)

01208 77989

01208 850183 (Eve)

BCB/443/1490/FC

## DUE TO FLEET REPLACEMENT, WE HAVE FOR SALE

## 1 x 1989 VOLVO B10MT PLAXTON 4000RS

67 executive seats + 2 courier, radio and pa, video x 5 monitors, good condition

£72,500 ONO + VAT

Tel: 01709 701717  
(Yorkshire)

BCB/443/1827/FC



1983 (Nov) Mid-engined DAF Jonckheere P50, 49 seater Exec coach

P Plate and new MoT, rear sunken toilet and water boiler, wired for video, seats re-upholstered £19,750 ono

Tel 01495 235707

(South Wales)

BCB/443/1844/FC

VOLVO 1988 B10M JONCKHEERE, 49 seats + courier, toilet, seat belts, etc, tested May '98, all white ..... £62,500 +VAT ono

DAF 1989 SB3000 VAN HOOL, 51 seats + courier, toilet, seat belts, etc, tested Oct '98, all white ..... £69,500 +VAT ono

THESE VEHICLES ARE WELL MAINTAINED, FIRST TO SEE WILL BUY

01282 861234

TYRER TOURS LTD

BCB/443/1901/FC

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## VEHICLES FOR SALE

**1980 BRISTOL LHS ECW**, 35 seat bus, MoT Sept '98 ..... £2,250  
**1981 LEYLAND LEOPARD ZF MANUAL**, 57 seat Duple, MoT Sept '98 ..... £2,950  
**1983 BEDFORD PJK**, 27 seat bus, MoT Aug '98 ..... Offers  
**1984 DENNIS LANCET ALEXANDER BODY**, 53 seat bus, V8 Perkins, choice of 2, MoT Oct/Nov '98 ..... £6,950  
**1986 FREIGHT ROVER ISUZU ENGINE**, 20 seat bus, MoT Dec '98 ..... £2,250  
**1987 MERCEDES 508D**, Welfare/Tailift, MoT Jan '99 ..... £4,500  
**1987 RENAULT/DODGE**, 25 seat bus, MoT June '98 ..... £2,250  
**1988 RENAULT/DODGE**, 27 seat bus, MoT Sept '98 ..... £3,950  
**1991 IVECO 49.10**, 16 seat + 2 wheelchairs, moquette seats and belts, Reeve Burgess, MoT Sept '98 ..... £10,950  
**1991 FORD TRANSIT**, 14 seat/Tailift, MoT Aug '98 ..... £9,950  
**1992 RENAULT TRAFIC MINIBUS NON PCV**, MoT Sept '98 ..... £3,950  
*All vehicles in daily use Bristol area*  
Contact Bill Davies  
**01934 632020**  
BCB/443/1763/FC



### LEYLAND

**1972 LEYLAND LEOPARD PLAXTON, ELITE**  
49 seats, Webasto, owned from new, in excellent condition, a reliable servant for 25 years, looking for good retirement home  
£6,000 ONO  
Contact Trevor Fogarty  
CASTLEWAYS  
Tel: 01242 603715  
BCB/442/1772/FC

### ESSBEE COACHES DUE TO FLEET UPDATE

**1992 LEYLAND SWIFT REEVE BURGESS**, 37 seater, MoT Sept 1998, new stretch panels, new engine fitted June 1997, under manufacturers warranty, excellent condition ..... £32,000  
**1991 MERC 408D**, 16 seater MoT, Nov 1998, white ..... £9,000  
**1989 MERC 508D**, MoT Dec 1998, very spacious with large luggage area, 16 seats ..... £8,000  
**1979 LEYLAND LEOPARD DUPLE BODY**, 53 seats, semi automatic, full years MoT ..... £3,000  
*All above in good condition, any inspection invited*

**TEL: 01236 423621 (Scotland)**  
BCB/443/1768/FC

### 1993 (DECEMBER) MERCEDES 709D

minibuses Alexander, 23 seats + 8 standing, automatic gearbox, MoT Oct '98, Nov '98

**Choice of 2 vehicles**

£24,950 EACH PLUS TYRES PLUS VAT

**PHONE PETER GREEN  
TIMELINE TRAVEL**

LEIGH ON  
01942 680088  
OR 0385 261998

BCB/443/1913/FC

### R. A. MATTHEWS COMMERCIALS

Fromes Hill Services, Nr Ledbury,  
Herefordshire

**1983 VAN HOOL ACRON MANUAL**, 51 reclining seats with lap belts, centre continental door, double glazed, new curtains, interior brown, exterior white, unlettered, tested to Oct/98, taxed March, fully serviced ..... £26,750 o.n.o. + VAT  
**1979 VOLVO POWERED NATIONAL**, 10m, 44 moquette seats, test June/98 ..... £12,750 o.n.o. + VAT  
**1980 LEYLAND LEOPARD DOMINANT II**, 49 seats with lap belts, tested to Sept/98, VGC ..... £4,750 o.n.o. + VAT  
P/x considered  
Tel: 01531 640374 Anytime

BCB/443/1765/FC

## 1988 MERC 811

19 seats +  
courier  
**£14,500 or best offer**  
*Due to new vehicle*  
**01248 680670**  
BCB/443/1775/FC

### GO AHEAD GROUP NORTH EAST

**LEYLAND TIGER PLAXTON PARAMOUNT 3500**  
Choice of four, 1986-89, all with long tests  
**From £35,000**

*Contact:*  
**David Slater 0191 3883026**  
BCB/443/1771/FC

### LEYLAND NATIONAL MARK II

Excellent condition inside & out, very straight panels, tested end of Oct.

**£2,750**

### C REG 1985 BEDFORD LASER MARK II

Excellent condition, inside and out, 49 reclining seats, toilet, washroom, sold with 53 very good seats, wired for TV/video, plenty of luggage space for tour work, tested till July '98, taxed till '98, very nice looking coach

**£12,950 + VAT  
BEDFORD YRQ**

45 seater coach, very straight little coach, fully bolted, excellent mechanics, just out of test

**£950**

**Tel: 01702 437743**

BCB/443/1906/FC

**ONE SETRA TORNADO S 215 HD 1993**, 48/49 seats, air conditioning, toilet, fridge, tea and coffee, one TV monitor

**ONE SETRA S 215 HD**, 1990, 49 seats, air conditioning, toilet, fridge, tea & coffee, two TV monitors

**BOTH VEHICLES IN SUPERB CONDITION**

**CONTACT**

**BOON'S COACHES**

**01245 467277**

BCB/443/1910/FC

## LEYLAND ATLANTEAN

74 seats, MoT March 1998, single entrance, ready to work, first registered 1980, recent engine rebuild

**£4,950**

**01282 861234**  
BCB/443/1902/FC

**1996 MERC 814 AUTOBUS CLASSIQUE**, 29 seater, electric doors, all white

**1984 MERC 608**, Reeves Burgess 21 retrimmed seats

**01676 541110/540282**  
BCB/443/1774/FC

## 1986 LEYLAND TIGER DOYEN

48 seats, toilet, TV, wired for video, hot drinks

**£18,250 + VAT for quick sale**

**01228 810387**  
Office Hours  
BCB/443/1770/FC

## 1983 VOLVO B10M VAN HOOL ALIZEE

50 recliners + courier, radio/pa, toilet, carpets, curtains, wired for TV and video, MoT until July, white colour, very clean

**£30,000**

**Tel: 0370 221223**  
BCB/443/1909/FC

### 1993 MAN JONKHEERE Deauville 16.290

Only 371,000 kms

51 recliners with retractable belts, centre door, sunken toilet, d/glazed, curtains, carpet, water boiler, video/monitor, radio/cassette and PA, alarmed, finished in white, 12 months MoT

**£88,000 o.n.o. Plus VAT**

**1993 Plaxton 425 Cummins 290 with 8 speed ZF box**  
Only 230,000 kms

Telma, 53 recliners with retractable belts, Plaxton premier seats and interior, fully carpeted, curtains, d/glazed, courser seat, radio/cassette PA, finished in white, 12 months MoT

**£78,000 o.n.o. Plus VAT**

**1983  
BEDFORD YMT, Plaxton Paramount, 53 seater**

**1982  
BEDFORD YMPS, Duple Dominant II, 35 seater**

**01676 541110/540282**  
BCB/443/1773/FC

**1979 FORD R1114 53 SEATS**, with retractable belts and power door ..... £3,550

**1978 FORD R1114 53 SEATS**, with retractable belts, power door, recent recon engine, tested to November '98 ..... £4,000

**4 x DOUBLE DECKERS LEYLAND ATLANTEAN 69-76 SEATS**

Various ages, all with current test £3,500 - £4,500

Would consider Part exchange on any of above vehicles  
I require Mini Bus 20/25 seats, or 53 seater Tiger or Volvo around 1984/85  
Contact Brian on

**01482 328473; 0402 625473  
(Hull)**  
BCB/443/1769/FC

## ENGINE FOR SALE

Leyland National Mark II engine 680 Rationalised, fully reconditioned with a guarantee

**Tel: 0411 498864**

BCB/443/1907/FC

### Owner Driver 1987 BOVA FUTURA

49 seats, full executive with air conditioning, toilet, video, monitor, hot water boiler, seat belts etc. Fully loaded everything works. Fantastic condition

**£55,000 + VAT**

**Tel: Graeme Long 01367 240997 or 0850 236067 (anytime)**

BCB/443/1836/FC

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**VOLVO B10M, 1984 VAN HOOI**, 52 seat, toilet, TV/video, long MoT, retrimmed (Graffiti) ..... £35,000

**SCANIA K112, 1984 JONCKHEERE**, 51 seat toilet, TV/video, new stretch panels, retrimmed (Graffiti) ..... £35,000

**LAKELAND COACHES**  
Tel: 01254 826646  
BCB/443/1838/FC

**SCANIA K112 JONCKHEERE P599 1984**, 49 seats + courier, belts, toilet, fridge, coffee, drivers bunk, TV & video, taxed & long MoT ....£30,000 + VAT ono

**LEYLAND LEOPARD DUPLE 1979**, 57 seats, semi auto taxed and MoT, re-upholstered 2 years ago, complete reconditioned engine summer '97, good clean condition for year .....£6,000 + VAT ono

TEL: 01200 445394  
01200 445397 (EVE)  
0973 101915  
BCB/443/1843/FC

**1989 DENNIS JAVELIN DUPLE 320**, 53 recliners, toilet, PA/stereo, plain white, good condition, MoT 29/8/98 .....£39,950 + VAT

**84/85 FORD EX-ARMY BUS**, white, 44 service seats, good condition for year.£2,800 + VAT

**1988/F SHERPA MINIBUS**, 20 coach seats, power door, needs engine .....£1,250 + VAT

**Phone 0141 633 3616  
Mobile 0468 803833**  
BCB 443/1840/FC

**1995 BOVA FUTURA FH 340**, 49 recliners and courier all retractable belts, radio/PA, video, monitor, centre toilet, fridge, coffee machine, A/C, registration No MBOVA, tested May '98

**1996 RENAULT T35D TURBO**, very low mileage, 16 Algarve seats, 3 point belts, power plug door, large boot, radio/PA, TV, video, coffee machine, registration No N3BUS, 12 months test

**1987 P599 B10M**, 53 recliners and courier, all retractable belts, radio/PA, 20in monitor, video, rear sunken toilet, coffee machine, Webasto Telma, etc, first class condition

**1987 P50 B10M**, 48/50 recliners & courier, all retractable belts, spec as above but with fridge & bunk, both retrimmed 2 years ago, 12 months test

**01786 814319**

BCB/443/1842/FC

**1985 (PP) BOVA FUTURA**

49 reclining seats plus courier, centre sunken toilet, double glazed, drinks machine, wired TV and Video, 12 months MoT

**£33,950 + VAT ONO  
TEL: 0151 531 7450**

BCB/443/1841/FC

**FIAT DUCATTO**, 14 seater minibus, 1988 (F), 1 years PSV .....£2,350 + VAT

**RENAULT MASTER DIESEL**, 1989 (F), minibus/wheelchair ramp, long MoT ...£2,250 + VAT

**LEYLAND DAF 200 DIESEL**, 1994, 1 years MoT, 9 seats .....£3,250

**LEYLAND DAF 400 DIESEL**, 16 seater, (Mellor body), 1988, wheelchair lift, long MoT .....£1,600 + VAT

**Tel: 01322 665174**

BCB/443/1777/FC

**CONCEPT COACH CRAFT (Stockport)**

**NEW 312 SPRINTER**, LWB, hi roof, 15 seats, off side door, rear boot area, hi spec .....£26,995 + VAT + Road Fund Licence - In Stock Now

**412 16 SEATER WHEELCHAIR ACCESSIBLE** or 5 wheelchair off side door rear boot, Ricon lift, high spec .....£32,995

**LEYLAND DAF CONVOY H/ROOF, PAS, DIESEL, LUX H/SPEC MINICOACH**, 16 M2 high back seats on tracking, soft trim, 3 point inertia belts all round, tinted windows, parcel racks, quad vent, rear saloon heater, lowered entrance step, radio cassette + 8 speakers, 4 interior lights with dim facility etc.

**NEW 412 SPRINTER**, LWB, hi roof, 16 seats, off side door, rear boot area, hi spec.....£30,500 + VAT + Road Fund Licence

**NEW 512 VARIO**, 20 seats, hi spec, independent heater .....£33,500 + VAT + Road Fund Licence - In Stock Now

**NEW 308 MERCEDES**, 14 seats + driver.....£22,995 + VAT + Road Fund Licence

**NEW MERCEDES VARIO 614**, 24 Hi-back seats, 3 point belts, soft trim, boxed for TV and Video, large drop boot.£39,995 + VAT + Road Fund Licence

**Tel: 0161 406 9322  
Tel: 0161 456 9747  
eves & weekends**

BCB/443/1776/FC

## EXPRESS TRAVEL (Holdings) LTD

### July 1993 VOLVO B10M PLAXTON PREMIERE

46 seats, toilet, servery, overhead lockers, ZF S685 Manual Gearbox ABS, 3 piece windscreen, destination. CHOICE OF 3 OFFERS

### August 1992 VOLVO B10M PLAXTON PREMIERE

46 seats, toilet, servery, overhead lockers, ZF fully automatic gearbox, intergral retarder, ABS, 3 piece windscreen, digital destination.

CHOICE OF 3 OFFERS

Contact Ian Hann on: 0151 2812811



**1986 BEDFORD YNV PARAMOUNT 3500**, 53 newly recovered recliners .....£17,500

**1985 BEDFORD ALGARVE**, 51 recliners, plus toilet .....£16,500

**1983 TIGER 3500 PARAMOUNT**, reclining seats, toilet, to be sold with new MoT .....£26,500

**1983 DAF 3500 PARAMOUNT**, reclining seats, toilet, retrimmed, second engine still under warranty .....£26,500

#### SERVICE BUSES

**1991 MERCEDES 711**, 29 seats, plus standees, new MoT .....£15,595

**1991 LEYLAND DAF CARLYLE 2**, 20 seater .....£4,950

**BARGAIN BASEMENT**  
**1976 LEYLAND LEOPARD PLAXTON SUPREME**, 53 seater, good runner, MoT August to clear .....£2,250

All plus VAT. Finance arranged, we are also able to offer lease facilities for Computers Office Equipment CTV Security Systems Etc, All Finance Subject to Status. Written Quotations on Request

**M.R.H. SERVICES LICENCED CREDIT BROKERS. TEL: 01203 312223**

BCB/443/1837/FC



**ACCIDENT DAMAGED 1984 PP VAN HOOI**  
53 seater + toilet, rear damage, starts and drives

**Phone:** JONATHAN LLOYD  
commercial salvage & transport

Hixon Airfield Estate

Hixon, Stafford ST18 0PF

01889 271276

01889 270765

01785 816200



**ACCIDENT DAMAGED H REG TOYOTA OPTIMO**  
21 seater, N/S front damaged, parts available to repair

**Phone:** JONATHAN LLOYD  
commercial salvage & transport

Hixon Airfield Estate

Hixon, Stafford ST18 0PF

01889 271276

01889 270765

01785 816200

## Volvo B10M Van Hool Alizee H

57 seater, crew seat, double glazed (PP) registered May 85 £38,000 ono + VAT

Bookham Coaches  
**01372 452330**

BCB/443/1778/FC

## CLASSIFIED BOOKING DEADLINES

Tuesday 1pm

However, the Forecourt section will be open until 3pm every Tuesday

*the weekly that works*

**BUS&COACH BUYER**

# CLASSIFIED

TELEPHONE 01775 711777 FAX 01775 711737

TO ADVERTISE IN NEXT WEEK'S ISSUE RING US NO LATER THAN 1 O'CLOCK TUESDAY

## ACCESSIBLE VEHICLES

### MOSELEY ALPHA LIFT COACH

Bedford 500 YMT chassis, in above average condition, full years MoT, 45 seats, 3 wheelchairs

**£7,500 ono**

**01482 794119**

BCB/443/1469/AV

### AEC

AEC 760 BERKHOFF ESPRIT, taxed & tested, VGC, seat belts fitted, £12,500 + VAT ono. **0860 952946.**

BCB/443/1712/AEC

1979 SUPREME III 760, 6 speed, 57 seats, belts, cream exterior, Paramount trim, very clean, drives well, radio, POD, carpet, MoT Sept '98, tax March '98, poss finance, £3,500 + VAT. **0181 3028430.**

BCB/443/1531/AEC

### BEDFORD

1986 (PP) BEDFORD YNV LASER II, 49 recliners, toilet, drinks machine, video, lap belts, unwritten, readvertised due to time waster, £12,950. Tel: **01709 578088/545595.**

BCB/443/1498/BED

1986 BEDFORD YNT DUPLE 320, turbo, 53 seats, lap belts, tested Sept '98, taxed March '98, £9,500 + VAT ono. Tel: **01535 663277.**

BCB/443/1499/BED

BEDFORD YNT 1979 PLAXTON SUPREME, 53 retrimmed seats, fully belted, tinted windows, service doors, 12 months MoT, £1,850 + VAT ono. Phone **0181 569 4399.**

BCB/443/1822/BED

1980 BEDFORD YMQ DUPLE DOM II BODY, 34 seat coach, with wheelchair lift, can carry 22 + 5 wheelchairs, engine re-bored approx 5,000 miles ago, pump and injectors rebuilt, taxed & tested till July '98, PP, reduced to clear, room wanted, £2,750 + VAT ono. Tel: **01527 833980.**

BCB/443/1486/BED

1973 53 SEATER BEDFORD school bus, Moseley Estoril, MoT nearly ended, £2,100. Tel: **0171 203 1561.**

BCB/443/1484/BED

BEDFORD 1984 YNT PLAXTON PARAMOUNT 3200, 53 seats, lap belts, power door, no signwriting, to be sold with full MoT, good condition, £12,500 + VAT ono. Tel: **01773 822395.**

BCB/443/1614/BED

BEDFORD 1984 YNT LASER, 53 seater, MoT April '98, 500 turbo engine, 6 speed ZF gearbox, £10,500 + VAT. Tel: **01623 650241 or 743845.**

BCB/443/1807/BED

1977 PP DUPLE DOMINANT, 53 seater, new clutch, tested May '98, tax March '98, seat belts, plain white, £2,220 + VAT. **01268 754641 or 0860 257827.**

BCB/443/1530/BED

### BRISTOL

1977 BRISTOL VR, bargain, £3,000 + VAT. Choice. Tel: **01225 424157.**

BCB/443/1464/BR

### BOVA

1983 BOVA, 53 reclining seats, repainted, painted, taxed & tested, £12,000 + VAT. Sale due to retirement. Tel: 01455 273140.

BCB/443/1467/BV

### 1985 BOVA CALYPSO

53 E-Type seats, good condition, used daily

**RING BOB ON:  
01509 844499 DAY  
01509 842204 EVENINGS**

BCB/443/1707/BV

### FOR SALE DUE TO FLEET UPDATE

1982 BOVA EUROPA, white with blue & red flashes, 53 seats + crew seat, recent retrim, seat belts, will sell with new MoT ..... £15,000 + VAT

1982 BOVA EUROPA, cream, 51 seats + crew seat, telma, fitted seatbelts, MoT till May 98..... £15,000 + VAT

### WOODS HOLIDAYS 01243 868080 EXT 208

BCB/443/1485/BV

### 1994 BOVA FUTURA FLD CLUB

53 recliners, rear continental door, crew seat, MoT 12/98

**£95,000**

### 1990 BOVA FUTURA FHD

Air conditioning, 49 recliners, centre sunken toilet, seat belts

**£68,000**

**01256 475300**

BCB/443/1415/BV

### DAF

LAG PANORAMIC, 49 RECLINING SEATS, belted, centre sunken toilet, hot water dispenser, video + monito points, plain white, 'G' 1989. Rental, Lease or Sale. **Dawsonrentals Ltd 01908 218111.**

BCB/443/1757/DA

1985 DAF SB2300 PARAMOUNT, 53 SEATER, new stretch panels, radio/pa, retrimmed seats, MoT March '98. 1984 DAF SB2300 PARAMOUNT, 53 SEATER, all good panels, Mk IV front & rear, radio/pa, retrimmed seats, new MoT. **01342 313888.**

BCB/443/1740/DA

DAF 1986, rear engine, turbo inter-cooler, Plaxton Paramount 3200, 53 seats, MoT 3/98, very clean, straight, exhaust, brake, heated mirrors, new exhaust, p/x Ford, 53 seater. **£22,000 ono. 01234 708349.**

BCB/443/1581/DA

1981 DAF MB200, 12 metre, 57 retrimmed seats plus courier, six speed ZF gear box, MoT September 1998, nice condition, £7,250 ono. Part ex considered. Essex **01268 792599.**

BCB/443/1598/DA

### DAF

DAF 1987 DHTD PLAXTON 3200, 53R seats retrimmed with belts, £35,000 + VAT. Tel: Roger Mott (01296) 613831 Bucks. BCB/443/1832/DA

### DENNIS

JAVELIN 290GX PLAXTON PREMIER 350, 53 RECLINING SEATS, double glazed, fully carpeted, air conditioning, stereo/radio/p.a., plain white, 'M' 1995. Rental, Lease or Sale. **Dawsonrentals Ltd 01908 218111.**

BCB/443/1756/DE

DENNIS DUPLE 320 11M, 53 recliners, C.O.I.F., seat belts, May '98, VGC, £37,500 + VAT. 01371 872644.

BCB/443/1741/DE

**NEW AND RECENT DART 9.8M + 10.6M, SLF, available for rental now. Tel: 01625 860888 or 0836 782801.**

BCB/443/5361/DE

1988 DUPLE JAVELIN, 53 seats with toilet, £39,000 ono + VAT. 01974 202495.

BCB/443/1804/DE

JAVELIN 290GX CAETANO ALGARVE II, 51 RECLINING SEATS, belts, double glazed, rear surface mounted toilet, continental door, drinks dispenser, stereo/radio/p.a., plain white, 'N' 1996. Rental, Lease or Sale. **Dawsonrentals Ltd 01908 218111.**

BCB/443/1755/DE

### MAYNE

BUSES • COACHES • GROUP TRAVEL

### 4 x 1993/4 9.8 METRE

### DART MARSHALL SERVICE BUSES,

40 seats + 15 standees, excellent condition, tested 11/98 - 01/99

**FROM £45,500 + VAT**

**Tel: 0161 2232035**

BCB/443/1816/DE

1995 51 SEATER 245 BERKHOFF FULL EXEC, video, recliners, carpets, curtains, toilet, water boiler, good MOT, 3.5 .....

£95,000 ono

1994 51 SEATER 245 BERKHOFF FULL EXEC, video, recliners, carpets, curtains, toilet, water boiler, good MOT, 3.5 .....

£92,000 ono

1991 DENNIS 12 MTR PLAXTON PARAMOUNT, 51 R seats, carpets, curtains, video, radio, rear sunken toilet, hot and cold water boilers, good COF, immaculate. .... £60,000 ono

1990 DENNIS 12 MTR PLAXTON PARAMOUNT, 51 R seats, carpets, curtains, video, radio, rear sunken toilet, hot and cold water boilers, good COF, immaculate. .... £58,000 ono

All coaches as new and all prices + VAT

TEL: BICKNELL'S ON

01483 422110

BCB/443/1742/DE

### DOUBLE DECKER

1981 BRISTOL VRT, ECW, low bridge body, Gardner engine, 74 moquette seats in excellent condition, £6,500 + VAT. Tel: 01962 760222.

BCB/443/1585/DD

2 x BRISTOL VR DOUBLE DECKERS, face forward seats, Gardner engines, semi-auto, with seat belts, both with 12 months MoT, £5,000 each + VAT. **01269 841312.**

BCB/443/1347/DD

### DOUBLE DECKER

1980 - 84 LEYLAND TITANS, 70 seater .... From £8,000 - £12,000

*All prices plus VAT*

### Ensign Bus & Coach Sales Ltd

Albright Industrial Estate, Ferry Lane, Rainham, Essex

**Telephone 01708 631122**

**Fax 01708 631086**

BCB/443/1747/DD

### Daimler Fleet Line

72 seats, 2 door, Iveco engine, fully Auto, white with red & blue lines, MoT 13 Nov 98, Tax Jan 99, private sale, seatbelts forward facing seats, under sealed, well maintained,

No VAT

**£4,500**

**Tel 01603 713991**

**Fax 01603 713650**

BCB/443/1514/DD

### FORD

1978 53 SEATER DUPLE DOMINANT II WITH SEAT BELTS, P/D, MoT to Sept '98, taxed to June '98, £2,000 ono. 1976 45 SEATER DUPLE DOMINANT I, P/D, MoT Oct '98, taxed Jan '98, £1,500 ono. 01942 884844.

BCB/443/1713/FO

FORD PLAXTON PARAMOUNT, 35 seater, 8.5 metres long, seat belts, good condition, very reliable, £12,500 + VAT. Tel: 01282 773371 or 01282 772751.

BCB/443/1810/FO

FORD 1983 FORD PLAXTON PARAMOUNT, 11115 series, will have full MoT, 49 seater, rec. seats, £8,500 + VAT ono. Tel: 01234 359801.

BCB/443/1547/FO

TOURNEO 8 + DRIVER, also new Transit Taxi Bus, 8/1 w/chair + V.W. Diesel Taxi Bus in stock, + double door V.W. Taxi Bus, also Hi roof Transit 16, latest, semi Hi roof Transit 16 luxury face forward, stock. Part ex welcome. Blythswood Motors 0141 221 3165 or 0141 639 6107 eves. BCB/443/1732/FO

### JONCKHEERE

## WANTED

### JONCKHEERE

P599 body, 51 recliner seats/toilet, Volvo/Leyland/Scania/Daf

**Tel: 0467 662103**

BCB/443/1439/JO

### LEYLAND

LEYLAND LEOPARD 680 ENGINE, still in vehicle, can be heard running. Phone Ivan Thomas 0181 397 4276 or 0410 157760.

BCB/443/1489/LE

## LEYLAND

**1984 LEYLAND TIGER PLAXTON PARAMOUNT 3500**, 51 reclining seats, semi automatic gear box, seat belts, any inspection invited, maintained regardless of cost, first to see will buy, tested to March 1998, will retest if required, £23,000 plus VAT. Tel: **Torrs Coaches (Nottingham) Ltd 0115 9618628.** BCB/443/1491/LE

**1982 LEYLAND TIGER PLAXTON**, 50 seats, semi-auto, T&T, all white, £9,000 + VAT. **1985 TIGER 245 CARIBBEAN II**, 50 seats, semi-auto, T&T, all white, private plate, DJU 704, £19,500 + VAT. Tel: **01659 50322/50308.** BCB/443/1198/LE

**1984 DUPLEX CARIBBEAN**, 55 seater, MoT Oct '98, B58 Volvo Engine, semi auto gearbox, £17,000 + VAT. Tel: **01924 465194 or 0468 211751 (West Yorks).** BCB/443/1470/LE

**1977 LEYLAND LEOPARD**, 11 metre, 49 seats, Plaxton Supreme, Tiger front, very tidy, recon engine & gear box, PP, seat belts, 12 months MoT & tax, £3,995. Tel: **0121 355 6862.** BCB/443/1459/LE

**1960 LEYLAND ATLANTIC**, Reg No. HHF 15, MoT August '98, £5,000. Tel: **01275 838228.** BCB/443/1508/LE

**1988 LEYLAND SWIFT**, 37 seats, very clean, long test, £30,000. Tel: **01437 532468.** BCB/443/1834/LE

**VALE OF LLANGOLLEN TRAVEL**  
**TEL: 01978 810072**

**3 x LEYLAND LEOPARDS 2 1972/4 PLAXTON**, MoT Aug '98/ Sept '98, good all round .... £2,250 each

**1 x 1971 WILLOWBROOK**, service bus, new MoT .... £1,300  
BCB/443/1438/LE

## Leyland Daf

J Reg, 16 seater with lap belts, Test April 98, very good condition, 81,000 miles, sale due to loss of contract

**£6,000 + VAT ono**  
**Contact Aled.**  
**01758 720904**  
BCB/443/1591/LE

**'83 (PP) Tiger 245 S/A Paramount 3500**  
48 R+C, with belts, foot and arm rests, full curtains and carpet, toilet, hot drinks, webasto, crew comp, Test Dec/98  
£20,000  
**0181 845 6637**  
BCB/443/1465/LE

**LEYLAND ATLANTICANS**  
East Lancs Bodies, 86 seats, 1981 "W" Registration, choice of 4  
**Please contact:**  
**01772 253671**  
BCB/443/1826/LE

## MERCEDES

**MERCEDES VARIO**, luxury coaches, ZF box, coach built, 33, air door, forced air & reading light, carpeted, in stock, £65,000. **Mercedes Buses & Coaches urgently required for cash.** Part ex welcome. Blythswood Motors Tel: 0141 221 3165 or 0141 639 6107 evens.  
BCB/443/1735/ME

**MERCEDES 307D, B REG**, 12 seater minicoach, 12 months PCV tested and 5 months tax, seat belts and usual refinements, £2,950 no VAT. Tel: **Rotherham 01709 559273.** BCB/443/1824/ME

**X REG 1981 MERCEDES 508**, fully seat belted, MoT 19/6/98, taxed to April, mechanically good ideal contract vehicle, £1,250 + VAT. **01706 621010 or 0860 223226.** BCB/443/1728/ME

**MERCEDES SERVICE BUSES AVAILABLE NOW**, Vario, manual and auto with Telma, 33 and 29 seats Plaxton 29 on 810 with 97 DipTac floor and step height, air suspension. **ALL COACHES FROM 37 SEAT 814L AIR SUSP.** TO 29 seats, 25 seats, 24 seats, 16 seats, all for immediate or very early delivery. Part ex welcome. Tel: **Blythswood Motors 0141 221 3165 or 0141 639 6107 evens.** BCB/443/1734/ME

**NEW VARIO AND RECENT MERCEDES BUSES, available for rental.** Tel: **01625 860888 or 0836 782801.** BCB/443/5360/ME

**MERCEDES 608D 1981**, 19 coach seats, luggage racks, good boot, very good condition for year, tested to January 1999, £2,700 ono. **01733 759782.** BCB/443/1451/ME

**MERCEDES 814L EXECUTIVE COACH, SEPT '96 (P)**, 6 cylinder engine, rear air suspension, silver, 26 reclining seats, 3 tables with lamps, curtains, TV & video, toilet/washroom, shades servery with fridge and hot & cold water, radio/pa/cassette, power door, luggage racks, reading lights, forced air, large boot, immaculate condition, 48,000 miles, FSH, MoT Oct '98, £65,000 + VAT ono. Tel: **01494 713080.** BCB/443/654/ME

**MERCEDES 412 SPRINTERS**, Special offer, 1 only, 5 w/chairs + 3 seated or 16 removable seats, M2 tested & tail lifts also 16 M2, top luxury spec & 410 16 luxury, all immediate delivery. **Mercedes Buses & Coaches urgently required for cash, immediate settlement.** Part exchange welcome. Blythswood Motors. Tel: **0141 221 3165 or 0141 639 6107 evens.** BCB/443/1736/ME

**1991 MERCEDES 609,**  
19 hi back seats, certified for 26 seats, power door, seatbelts, all white, 12 mths MoT £13,500 + VAT  
**Tel: 01603 754253**  
BCB/443/1745/ME

**1991 MERCEDES 609**  
19 + courier Vogel seats, arm rests, lap & diagonal belts, curtains, centre aisle carpet, large dropwell boot, radio, cassette, 2 saloon heaters, 12 months MoT, 6 recent new tyres, excellent throughout  
£15,750 + VAT  
**Tel: 0113 2609824**  
**Mobile: 0850 475841**  
BCB/443/1636/ME

## MIDIBUS

**1983 MERCEDES 0303**, 53 seater, air con, Webasto, painted white, tested till November 1998, £20,000. Telephone **01299 827277.** BCB/443/1825/ME

### 1989 Mercedes 609D

23 coach seats, boot, power door, luggage racks, Bristol dome, inertia seatbelts, tested until end of August

**£11,500 + VAT**

**Phone Peter on  
01246 582246**

(Derbyshire)

BCB/443/1829/ME

## MINIBUS

**M REG 1995 LDV 400**, 16 luxury high back seats, 3 point seat belts, luggage racks, COIF, certificate, 12 months MoT, excellent condition, £13,250 + VAT. Tel: **01939 233673.** BCB/443/1635/ME

## CARDIFF BUS

### TWO MCW METRORIDERS,

for sale, long wheel base, 31 seats, Cummins B6 engine, Allison automatic gearbox

**BOTH WITH CURRENT MoT**

**CONTACT**  
**DAVID WHALLEY**  
**01222 787788**  
**or 01222 787745**

BCB/443/1689/MDB

## MINIBUS



We have the facilities to tailor make any vehicle to your specification from buses and coaches to any type of commercial bodies.

Tel: 0121 3592601  
Fax: 0121 3334931  
(Birmingham)

**LDV - 16 Seat Minibus available for Demonstration**

BCB/443/5822/MB

# CREST

COACH CONVERSIONS

*Simply the Best*  
**QUALITY CONVERSIONS**

Built to your specification on the vehicle of your choice  
**Immediate delivery or in build**

Mercedes 410D 16 seater Luxury spec  
Mercedes 412D 16 seater Luxury spec with coach rear  
Mercedes 412D 15 seater plus courier  
LDV Convoy Turbo 16 seater Luxury spec  
Mercedes "Impala" 35/37 seater with air suspension  
Mercedes Vario 810D Coach built 24 seater with lift  
Mercedes Vario 614D 24 seater with boot



**'Impala' 35/37 seater with air suspension  
USED VEHICLES**

1988 'E' Mercedes 609D 24 seater (choice of two)  
1990 1715/ 'L' LDV 400 16 seater  
1992 'K' Talbot 12 seater

David Broad  
01634 711178  
0973 848399  
South



John Worgan  
01302 723723  
0976 635547  
North

BCB/443/1715/MB

## MINIBUS

**TRANSIT 2.5Di, 16 SEATERS, C & D reg, power door, choice of 5, all taxed & tested, Offers. 0121 453 5151 (Birmingham).** BCB/443/1642/MB

**FORD TRANSIT, 14 seater, 1994, L reg, diesel, 3 point belts, C.O.I.F., PSV test & tax, 84,000 miles, music system, in white, excellent condition, £8,500 ono no VAT. Tel: 0191 5271 211.** BCB/443/1479/MB

**2 x FORD TRANSIT, N reg, 14 seaters, PCV, COIF, MoT, £12,500 ono. Tel: 01708 750000, Fax: 01708 751231.** BCB/443/1437/MB

**FREIGHTROVER DIESEL, 16 SEATER, fitted radio/cassette, roof racks, rear saloon heater, also lift, Oct MoT, recon engine, painted all white, £2,750. Poss p/x. 01609 779573.** BCB/443/1724/MB

# CARRIAGEWAYS

## OF BEDFORD

*Order your new Autobus/Optare 16-35 seater  
Mercedes NOW*

### JANUARY BARGAINS!

90 H REG TALBOT EXPRESS DIESEL, 11 seater, test June '98.....	£2,995
89 G REG TALBOT EXPRESS DIESEL TRIAXLE, 22 seater + 7 standees, P/D, tested Aug '98.....	£3,995 No VAT
88 TOYOTA OPTIMO, 21 seater, seats tatty but useable, test Nov '98.....	£8,995

**93 L REG DAF 400 CRYSTAL CONVERSION, 16 seater, hi-roof, hi-back seats, belts, low mileage.....** £11,500  
**93 FORD TRANSIT DIESEL DEANSGATE, 14 seater, test May '98....NON PSV** £10,750

**92 K REG DAF 400, 16 hi-back seats, lap diagonal belts, p/door, destination box, tested.....** £8,750  
**92 IVECO/FORD 49.10 DIESEL luxury 18 seater, arm rests, test Oct '98.....** £13,950  
**91 DAF 400 DIESEL 16 seater, h/roof, belts, test Oct '98.....** £7,500  
**90 MERC 811, 29 seater, power door, test Dec '98, double rear doors, good condition.....** £19,750  
**87 MCW DIESEL, 25 coach seats, P/D, test Aug '98.....** £7,500  
**86 D IVECO CAETANO VIANNIA, 22 seater coach (re-trimmed), power door, tidy vehicle, belts, test May '98.....** £9,850

*P/X and HP arranged*

**Ring 01234 740057/405623 or  
0831 372763 or 0378 446865**

BCB/443/1704/MB

# G & M COACHWORK

*Specialist  
conversion  
DEVON*

### NEW & USED PCV & MOBILITY VEHICLES



**LDV 400 TURBO 1992 'K', 38,000 miles, new G&M 16 seat luxury conversion, low step front entrance, full seat belts, luggage racks, skirts, heater, stereo, new COIF & MoT.....** £12,500 + VAT



**NEW MERCEDES BENZ 410 SPRINTER, luxury 16 seat and large rear boot, Algarve M2 seating, Webasto heater, luggage racks, stereo, side emergency exit, in stock.....** £32,000 + VAT

**LDV 400 TURBO 1994 'M', power steering, new G & M, 16 seat luxury conversion, low step front entrance, full seat belts, luggage racks, skirts, heater, stereo, new COIF & MoT.....** £15,000 + VAT

**MERCEDES BENZ 410D 1994 'L', new G&M 16 seat luxury conversion coach, rear end lower entrance step, stereo, heater, luggage racks, resprayed, new CIF.....** £19,500

**FORD IVECO 49.10 DORMOBILE BODY, 20 seat or 16 seat + 2 wheelchairs, Henderson underfloor lift, power door, Eberspacher heater, new seats & seat belts, re-trimmed interior, exterior resprayed, excellent condition, new PCV test.....** £8,000 + VAT

**LDV 400 DIESEL 1991 'J', high roof from entrance, 12 seat / 3 wheelchair, Henderson underfloor lift, Crystal conversion, high back seats, full belts, 76,000 miles, soft trim interior, Non PCV - could be certified if required.....** £6,500 + VAT

**FIAT DUCATO 1990 'G' Diesel, 12/14 seat PCV, front entrance, high back seats, new seatbelts, soft trim, heater, 80,000 miles, resprayed.....** £5,500 + VAT

**IVECO 49.10 89 G CARLYLE MKII, 25 seat service bus, new test and resprayed white.....** £6,500

**Option new coach seats & seatbelts & interior retrim and refurbishment.....** £5,500

**FORD TRANSIT 94 'L' Diesel, power steering, 15 seat factory bus, 54,000 miles, belts, white, excellent condition, July 98 test.....** £10,950 + VAT

**LEYLAND DAF 400 1991 'H' Diesel, 16 seat PCV, power door, luxury interior, high back seats, new belts, luggage racks, resprayed, New Test.....** £6,500 + VAT

### FINANCE & EXTENDED WARRANTIES AVAILABLE

*Contact David Vooght*

**Tel: 01626 853050 Days — 01803 812291 Eves**

BCB/443/1767/MB

# HOUSTON RAMM



### DENNIS JAVELIN 55 SEAT BUS

**1991 H Dennis Javelin Plaxton Derwent II-bodied 55-seat bus, 22 standees, Cummins C-series turbo engine, ZF manual gearbox, red moquette seating, new side paneling, being prepared and painted this week, power door, NEW MoT to be GMPTe category 2 approved until July 2006!**

**SEVERAL OTHER FULL-SIZE VEHICLES SUITABLE FOR GMPTe SCHOOLS WORK IN SHORTLY - PHONE NOW FOR ADVANCE INFORMATION**

### THIS WEEK'S STAR BUYS:

**1988 E RENAULT S56 MARK II NORTHERN COUNTIES, 27/29 seat bus (currently fitted with 27 seats plus luggage plus 6 standing but will convert to 29 seats), Perkins 4-litre Phaser engine, automatic gearbox, power steering, disc brakes, grey/red/blue moquette, one only, very rare, exceptionally useful vehicle.....** £5,995  
**1988 F IVECO 49.10 ROBIN HOOD, 21 seat coach, manual gearbox, 3 point seat belts, power door, beige/orange interior, one only.....** £5,995  
**1989 G VW TRANSPORTER, 7 seat coach, new class V MoT, seat belts, resprayed dark blue, reconditioned engine, excellent condition, one only.....** £3,895 No VAT

### OTHER VEHICLES IN STOCK

<b>1989 G RENAULT S56 NORTHERN COUNTIES, 25 seat bus.....</b>	<b>£6,495</b>
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<b>1986 C MERCEDES 608D/REEVE BURGESS, 20 seat bus.....</b>	<b>£5,495</b>
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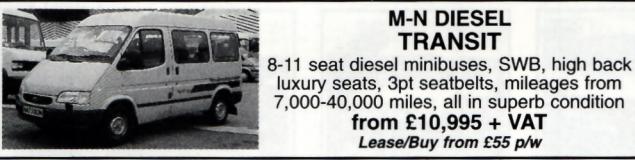
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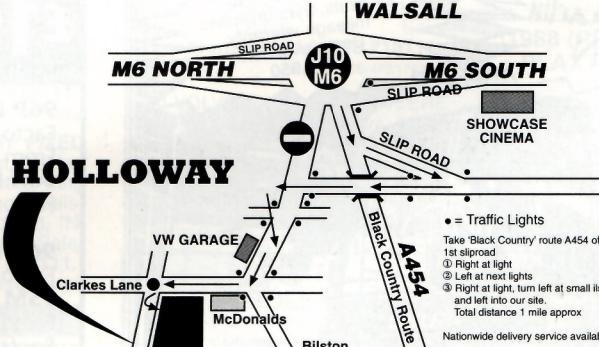


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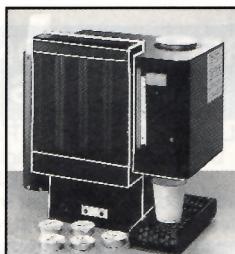
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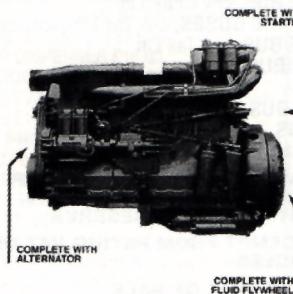
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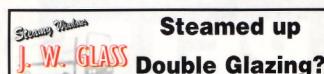
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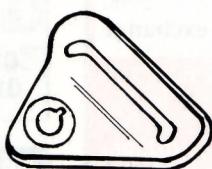
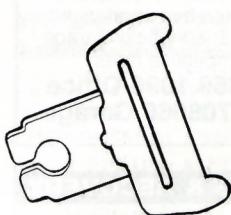
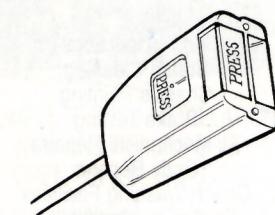
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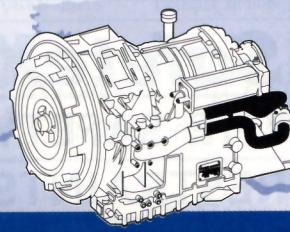
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**MERCEDES 307/308**, Front Grille Panels £45; Rear Doors £250 pair; Side Loaders £175.

**TRANSIT 95**, Heater Assemblies £75; Front Doors £175; Rear Steps £35; Rear Bumpers £40, High Rear Doors £Ask; Mirrors £40 pair; Seats High Back Singles £90.

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# Products & Services

## Truckmaster additions

Truckmaster Direct, the fast response commercial division of Timax Exhaust Systems has added four new replacement exhaust systems into its range including single and double replacement exhaust box systems for the Volvo B10M Mark 4 coach.

Truckmaster Direct says that it provides a one-stop ordering and next-day direct delivery service on a full range of replacement exhaust systems for the truck, bus and coach, special vehicle and generator plant markets. The range includes Wasey replacement exhausts for which Truckmaster is the main distributor.

The company has also been expanding its complementary selection of heavy-duty clamps, non-asbestos gaskets, rubber mountings, hanging brackets and fitting accessories. Further information is available from Truckmaster Direct on 0990 143416.

## Antares web site

Antares (Europe) has established a new web site which, it says, offers an advisory service on all aspects of vehicle auxiliary power electrics. Details will be updated frequently as new product developments and application stories occur while technical explanations can guide the user through the selection process. The company's product range includes battery chargers, inverters, converters, control equipment, split charge and the new Auxiliary System Manager and the site can be accessed under the <http://www.antares.co.uk> address.

## Keyfuels on web

CH Jones, operator of the Keyfuels and Diesel Direct services has opened its own web site on the internet. This can be accessed for information on all aspects of the services provided, which vary from document scanning and indexing to card personalisation and third party billing. The company is also offering assistance and advice to its customers and suppliers on the subject of the internet and providing a web site design service. The contact address is <http://www.chjones.co.uk> and the normal Email address is [info@chjones.co.uk](mailto:info@chjones.co.uk)



TWM has placed an order for an additional 107 ramps from Portaramp.

## Integral ramp developed by Portaramp

Portaramp of Thetford, Norfolk, manufacturers of portable lightweight access ramps has just developed an integral ramp for wheelchair access to low floor buses. It is manufactured from an aluminium composite with a total weight of only 9kg. The manually operated ramp, which incorporates DiPTAC recommendations, has a durable non-slip floor covering and a safe weight limit of 300kgs.

Portaramp has also recent-

ly received another order from Travel West Midlands for an additional 107 of its Bus & Coach Trio Ramps, bringing the number bought by the operator to 336. The ramps, which weigh just 7kg, are being supplied for fitment to the company's new Wright bodied Volvo B6LE buses. Each unit is made of three panels which fold for storage behind the driver when not in use.

## Utopia third eye

Utopia Electronics offers the Third Eye vehicle rear view system which, says the company, offers a comprehensive, cost effective way for drivers to view their surroundings whilst reversing. The unit has been installed in many types of vehicle including coaches and buses. Utopia point out that some operators have made it standard equipment because of the potential dangers of injury and death to pedestrians, as well as costly damage to vehicles and expensive third party claims.

The camera is mounted in a die-cast aluminium casing, shock rated to 9G and offers an extra wide angle lens to enable the driver to have total view of the rear of the vehicle. The camera responds to rapid changes in light conditions and works in light levels as low as 0.1 lux. It is mounted in a waterproof (IP66 rated) housing.

The 5.5 inch black and white monitor is compact, has

an auto-contrast control and the facility to take a second camera for external or internal viewing.

A range of accessories for the camera and monitor include a variety of mounting brackets, sun shields and an outer pod (for camera installations) to protect the camera when brush cleaning the vehicle.

The equipment is covered by a full three year warranty and an installation service which operates seven days a week, 24 hours a day is offered. For self installation, a technical support line is available.

Utopia also offers a design service for other vehicle applications such as video recording for safety and security monitoring. Details of the company's services are available from Utopia Electronics, Unit 4, Bramley Business Centre, Station Road, Bramley, Guildford, Surrey, GU5 0AZ. Tel: 01483 894611, Fax: 01483 894633.



## ExpoCoach Gearing up

More than 140 stands have already been taken at ExpoCoach '98, this year's major trade show for the industry, which is being held in Hall 1, NEC, Birmingham between 6-8 October.

Amongst the vehicle exhibitors which have already announced their intention to attend are Optare, Moseley (PCV), Marshall, AVE Berkholz, Crest, Salvador Caetano, AW Group, SJ Carlton, Alf Moseley Continental, Bova, Euro Coach Builders, Toyota and Crystals.

The 1998 show will be the biggest in the ExpoCoach series so far with over 200 stands. Visitors will again be able to see many of the regular products and services companies which have supported the event in previous years.

Tourism remains an integral part. A Group Travel Village with over 50 stands will be at the heart of the show. With Albatross Travel Group and Coach Tourism Council giving their support to the event, the organisers plan to have a specially themed area for those involved in arranging excursions or trips to a host of destinations.

Over the last eight years ExpoCoach has grown as more company's have wanted to exhibit. As well as giving suppliers the opportunity to meet existing and potential buyers, the event offers visitors the chance to talk to representatives from a wide range of companies to plan for 1999 and beyond.

Amongst the new features for this year will be an accessible transport area. Already committed are Crest, Ricon, Roeville, AA and FCAV.

Keep your eye on this regular column in the coming months. In it B&CB will bring you all the latest Expo developments as they are announced.

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 1990 G DAF MB230 LT, Plaxton 3500, 49R, toilet  
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 1990 G VOLVO B10M, Plaxton 3500, 49R, toilet  
 1990 G DAF SB3000, Plaxton 3500, 51R, toilet  
 1989 G BOVA Futura, 51R, toilet  
 1989 PP BOVA Futura, 49R, toilet  
 1989 F DAF SB2300 Van Hool Alizee DH, 51R, toilet

1989 F VOLVO B10M, Plaxton 3500, 53R  
 1989 F DAF SB3000, Van Hool Alizee, 49R, toilet  
 1989 F VOLVO B10M, Van Hool Alizee H, 53R  
 1989 F DAF SB3000, Plaxton 3500, 51R, toilet  
 1988 F DAF SB3000, Van Hool Alizee SH, 49R, toilet  
 1988 E VOLVO B10M, Plaxton 3500, 49R, toilet  
 1988 PP LAG, Panoramic, 49R, toilet  
 1988 PP BOVA Futura, 49R, toilet  
 1988 PP DAF SB3000, Van Hool Alizee DH, 51R, toilet  
 1988 E VOLVO B10M Van Hool Alizee H, 53R  
 1988 E VOLVO B10M Van Hool Alizee H, 49R, toilet  
 1987 PP DAF SB2300, Plaxton 3500, 53R, air conditioning  
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 1996 N EOS 90, 49R, toilet, air conditioning  
 1995 M DAF SB3000WS, Van Hool Alizee DH, 51R, toilet  
 1995 M EOS 90, 49R, toilet, air conditioning  
 1995 M DAF SB3000WS, Van Hool Alizee H, 51R, toilet  
 1994 L EOS 90, 49R, toilet  
 1994 L DAF SB3000WS, Van Hool Alizee DH, 51R, toilet  
 1994 L DAF SB3000WS, Van Hool Alizee H, 51R, toilet  
 1994 L EOS 90, 49R, toilet, air conditioning

1994 L DAF MB230LT, Van Hool Alizee H, 51R, toilet  
 1992 J DAF MB230LB, Van Hool Alizee H, 51R, toilet  
 1992 J DAF SB3000, Auto Van Hool Alizee H, 51R, toilet  
 1992 J DAF SB3000, Van Hool Alizee DH, 51R, toilet  
 1990 G DAF SB2300 DHS, Van Hool Alizee DH, 51R, toilet  
 1989 F DAF SB3000, Van Hool Alizee SH, 53R  
 1989 F DAF SB2300, Van Hool Alizee DH, 53R  
 1989 F DAF SB2300, Van Hool Alizee SH, 49R, toilet  
 1989 F DAF MB230LT, Plaxton 3500, 51R, toilet  
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 1997 P DENNIS DART, 10m Plaxton Pointer, 39 seater

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